



SANTA BARBARA COUNTY
REGISTRAR OF VOTERS

VOTER
SAMPLE BALLOT

PRESIDENTIAL GENERAL ELECTION
NOVEMBER 4, 2008

APPLICATION TO VOTE BY MAIL AND LOCATION OF YOUR
POLLING PLACE ARE ON BACK COVER

YOUR POLLING PLACE OPENS AT 7:00 A.M. AND CLOSSES AT 8:00 P.M.
QUESTIONS REGARDING VOTING? CALL 1-800-SBC-VOTE (1-800-722-8683)

WEB SITE ADDRESS: **www.sbcvote.com**



INSTRUCTIONS TO VOTERS

To vote for a candidate whose name appears on the ballot, FILL IN THE OVAL to the left of the candidate's name (●). Use blue or black ink. **DO NOT** vote for more than the number of candidates allowed.

To vote for a qualified WRITE-IN candidate, write the person's name in the blank space provided for that purpose after the names of the other candidates for the same office and FILL IN THE OVAL to the left of the name you have written (●), or your vote will not be counted.

To vote on any measure, FILL IN THE OVAL to the left of the word "YES" or to the left of the word "NO" (●).

All distinguishing marks or erasures are forbidden and make the ballot void.

If you wrongly mark, tear or deface any portion of your ballot, place the ballot in the secrecy holder, return it to the Precinct Board Member and obtain another ballot.

DO NOT MARK YOUR BALLOT WITH (X) or (✓)

AFTER YOU HAVE COMPLETED VOTING, place your ballot in the secrecy holder and deposit the voted ballot in the ballot box.

DIVISION 14. ELECTION DAY PROCEDURES

Chapter 1. Privileges of Voters

14000. Time off for voting.

(a) If a voter does not have sufficient time outside of working hours to vote at a statewide election, the voter may, without loss of pay, take off enough working time that, when added to the voting time available outside of working hours, will enable the voter to vote.

(b) No more than two hours of the time taken off for voting shall be without loss of pay. The time off for voting shall be only at the beginning or end of the regular working shift, whichever allows the most free time for voting and the least time off from the regular working shift, unless otherwise mutually agreed.

(c) If the employee on the third working day prior to the day of election, knows or has reason to believe that time off will be necessary to be able to vote on election day, the employee shall give the employer at least two working days' notice that time off for voting is desired, in accordance with this section.

(Added by Stats. 1994, c.920 §2.)

AVISO PARA PEDIR INFORMACIÓN ELECTORAL EN ESPAÑOL

NOTICE TO REQUEST ELECTIONS MATERIALS IN SPANISH

AVISO A LOS VOTANTES

ESPAÑOL

La ley federal requiere que el Condado de Santa Bárbara sea un condado bilingüe en cuestiones relacionadas con el voto. Esto quiere decir que usted puede elegir si quiere materiales escritos en inglés o en **español**. Si usted está interesado en recibir información relacionada con el voto en **español**, llame con confianza a la Oficina Electoral del Condado.

TODO ES GRATIS. Para pedir Información Electoral en Español llame al 1-800-SBC-VOTE y se le mandará todo en español en el futuro. Gracias por participar

NOTICE TO VOTERS

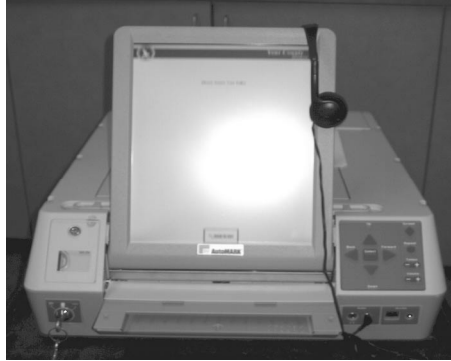
ENGLISH

Federal law requires Santa Barbara County to be a bilingual county. This means that written election material will be provided in Spanish at your request. If you wish to have election information provided to you in Spanish at no cost, please call the County Elections Office at 1-800-SBC-VOTE. Thank you for participating.

Si tiene preguntas, llame con confianza
al o al 1-800-SBC-VOTE or 1-800-722-8683

If you have questions, please call at
1-800-SBC-VOTE or 1-800-722-8683

VOTING ASSISTANCE FOR VOTERS WITH DISABILITIES



The Congress passed and the President signed the Help America Vote Act (HAVA) in October 2002. The enactment of this legislation created several new mandates for conducting federal elections and requires every polling place to have at least one voting machine that is accessible to voters with disabilities.

Santa Barbara County offers voters with disabilities two voting options that provide a private and independent voting environment. First, every disabled voter is eligible to apply for a permanent or regular vote by mail ballot. This voting method allows the voter to receive their ballot at their residence up to twenty-nine days before an election, and to vote and return the ballot to one of the Elections Offices or a polling place within the county on or before Election Day.

The second option for the disabled voter is to vote at his/her polling place using the AutoMARK ballot marking device. To vote with this device, the voter inserts a blank ballot into the AutoMARK, which displays the ballot image on a screen. The voter can then select their choices by either touching the screen or using an attached keypad. An audio capability is also available. After the voter has completed voting their ballot, the AutoMARK allows the voter to review their selections prior to printing their final choices on their ballot.

NOTICE TO VOTERS WITH SPECIAL NEEDS



- If your polling place is not indicated as accessible, you may request a vote by mail ballot by completing the application on the back cover. If you go to the polling place on Election Day, a precinct board member will make sure you have a ballot, whether inside the polling place or outside the poll at your vehicle, they will assist you in voting and will drop your ballot into the ballot box, if requested.
- If you find it a hardship to vote at your polling place due to physical capability or health, please apply for permanent vote by mail status. Telephone (800) SBC-VOTE or (800) 722-8683 for an application.

TELECOMMUNICATION DEVICES FOR THE DEAF - For registration and election information: (800) 833-8683

RECORDINGS FOR THE BLIND - Electronic media of ballot issues and measures are available.

Call the county elections office at (800) SBC-VOTE or (800) 722-8683 for the location nearest you.

TRANSPORTATION - Transportation to and from polling places on election day is available to senior citizens and to persons with mobility impairments:

Easy Lift Transportation - (681-1181) Reservations

Santa Barbara/Goleta Area - (681-1180) Main Office

Carpinteria Area - Help of Carpinteria - (684-0065)

Santa Ynez/Solvang Area - Santa Ynez Transit - (688-5452)

Lompoc Area - Lompoc Transit Systems - (736-7666)

Santa Maria Area - SMOOTH - Santa Maria Organization of Transportation Helpers - (922-8476) Must be 60 years old: \$3 each way: 9am-4pm - Must be on list to receive services.

Santa Maria Area - Santa Maria Transit - (688-5452) For mobility impaired riders under 60 years old - Must be on list to receive services.

PLEASE NOTE: Because this is a special, limited service, please contact the appropriate transportation provider at least five (5) days prior to election day for specific details.

JOSEPH E. HOLLAND

County Clerk, Recorder and Assessor

JIM MCCLURE

Assist. County Clerk, Recorder and Assessor



105 E. Anapamu St., 2nd Floor
Santa Barbara, CA 93101

Mailing Address:

PO Box 159

Santa Barbara, CA 93102-0159

COUNTY CLERK, RECORDER AND ASSESSOR

VOTE EARLY

Voting by Mail Has Never Been Easier
It's as easy as mailing a letter

Dear Voters,

Voting by mail has become a popular method of voting for many voters in California. Currently over 50% of the voters in Santa Barbara County find this method of voting easy and convenient and have requested permanent vote by mail status.

There is no longer any excuse not to vote. Voting by mail is fast, easy and available to any registered voter. You don't need a medical excuse, nor do you need to be out of town on Election Day to utilize this service.

California law allows voters to obtain permanent vote by mail status. As a vote by mail voter, you will automatically be sent a mail ballot for every election as long as you continue to vote in every primary and general election.

To Apply:

- ☐ Simply complete the application on the back of this Sample Ballot.
- ☐ Check the box to become a permanent vote by mail voter.

Please Note – If you are already one of the over 96,000 voters who vote by mail in Santa Barbara County, your sample ballot will say "You Have Permanent Vote by Mail Status" on the back cover of this Sample Ballot. Vote by mail voters do not have to reapply for a ballot each election.

Once you apply, your "Election Day" is up to 29 days long! You will be sent your ballot up to 29 days prior to Election Day. Once you have made your voting decisions, simply mark your ballot and mail it to the elections office using the envelope that is enclosed with the ballot.

Thank you for choosing to vote.

Sincerely,

A handwritten signature in black ink that reads "Joseph E. Holland".

Joseph E. Holland
Clerk, Recorder and Assessor
Registrar of Voters

ASSESSOR: Santa Barbara, (805) 568-2550, Fax (805) 568-3247 • Santa Maria, (805) 346-8310, Fax (805) 346-8324 • Lompoc, (805) 737-7899

ELECTIONS: 1-800-SBC-VOTE • Santa Barbara, (805) 568-2200, Fax (805) 568-2209 • Santa Maria, (805) 346-8374, Fax (805) 346-8342 • Lompoc, (805) 737-7705

CLERK-RECORDER: Santa Barbara, (805) 568-2250, Fax (805) 568-2266 • Santa Maria, (805) 346-8370 • Lompoc, (805) 737-7705

NOTICE OF ALTERNATE RESIDENCY CONFIRMATION PROCEDURE

In an ongoing effort to keep the voter roll current and save taxpayer dollars, the County Elections Official is authorized to conduct a voter file purge under California Elections Code Section 2224. In this purge, scheduled for January 2009, an alternate residency confirmation postcard is mailed to a voter that has not voted in any election within the preceding four years, and his or her residence address, name, or party affiliation has not been updated during that time. If the voter cast a ballot in a statewide primary or general election between the date of this notice and the beginning of the alternate residency procedure, the voter will not be sent an alternate residency confirmation postcard.

CAMPAIGN FINANCE REFORM

Among all local state legislative candidates appearing on the ballot in Santa Barbara County, the following persons have pledged to abide by campaign spending limits as specified in the California Government Code. This agreement is a result of Proposition 34 adopted by the voters at the November 2000 General Election, and of a statute passed by the legislature and signed by the Governor in 2001. Candidates agreeing to the campaign spending limits also have the opportunity to publish a statement of qualifications in this sample ballot.

The following candidates have agreed to abide by the campaign spending limit and a candidate statement is included in your sample ballot pamphlet:

15th Senate District

Jim Fitzgerald, Independent

33rd Assembly District

Robert Evan Cuthbert, Democratic

The following candidates have agreed to abide by the campaign spending limit but have elected not to submit a candidate statement:

33rd Assembly District

Sam Blakeslee, Republican

35th Assembly District

Gregory Gandrud, Republican

MAKE SURE YOUR BALLOT COUNTS

Failure to comply with the vote by mail ballot instructions could invalidate your vote. Please note the following:

1. **Sign and confirm your residence address on the ballot return envelope.** To ensure that no one else votes your ballot, the elections official will compare the signature on the vote by mail envelope to the signature on your voter registration card to verify that the signatures match. If the signatures match, the envelope and ballot are separated before your ballot is counted to preserve the secrecy of your vote.
2. **Vote early or in person at any of the three election offices in the County.** If you did not receive a vote by mail ballot, you may request one at any of the Santa Barbara County election offices.
3. **Remember that your voted ballot must be returned no later than the close of the polls. The polls close at 8 p.m. on Election Day. POSTMARKS DO NOT COUNT.** You can return your ballot to any Santa Barbara County election office or to any polling place in the County. Your ballot will not be counted if it is received after the polls close, regardless of when it was mailed. Also, remember to put the correct postage on the envelope if you mail your ballot.

Additional Information:

If you are ill or disabled and cannot return your ballot yourself, you may designate a spouse, child, parent, grandparent, sibling, or a person residing in the same household to return your voted ballot for you. This person may return the ballot in person to the county elections official or to a polling place in the county, or may mail it to the county elections official. The person returning your ballot must complete the section on the back of the return ballot envelope. Contact your county elections official for more information.

If you do not receive your vote by mail ballot, you may request a second ballot by signing a statement, under penalty of perjury, that you did not receive the first one.

If you lose, destroy, or spoil your vote by mail ballot, you may receive another ballot by signing a statement, under penalty of perjury to that effect.

Even if you receive your vote by mail ballot, you can change your mind and vote at your polling place. However, you must bring your un-voted ballot to the polling place and give it to a polling place worker. If you don't have your un-voted ballot, you will be allowed to vote a "provisional" ballot, which will not be counted until the elections officials have determined that you did not also vote by mail.

OFFICIAL BALLOT
PRESIDENTIAL GENERAL ELECTION
SANTA BARBARA COUNTY, CALIFORNIA
NOVEMBER 4, 2008

INSTRUCTIONS TO VOTERS: To vote for a candidate whose name appears on the ballot, **FILL IN THE OVAL** to the left of your choice using pencil or blue/black ink. **DO NOT** vote for more than the number of candidates allowed. To vote for a qualified write-in candidate, write the person's name in the blank space provided and **FILL IN THE OVAL** to the left. To vote on any measure, **FILL IN THE OVAL** to the left of the word "YES" or the word "NO". All distinguishing marks or erasures are forbidden and make the ballot void. If you tear, deface, or wrongly mark your ballot, return it to the Elections Official and obtain another.

VOTE LIKE THIS: ●
TURN BALLOT OVER -- VOTE BOTH SIDES

PRESIDENT AND VICE PRESIDENT <small>Vote for One Party</small>	SCHOOL	MEASURES SUBMITTED TO THE VOTERS
SANTA BARBARA SCHOOL DISTRICTS		STATE
Governing Board Member Vote for no more than Three		PROPOSITION 1A SAFE, RELIABLE HIGH-SPEED PASSENGER TRAIN BOND ACT. To provide Californians a safe, convenient, affordable, and reliable alternative to driving and high gas prices; to provide good-paying jobs and improve California's economy while reducing air pollution, global warming greenhouse gases, and our dependence on foreign oil, shall \$9.95 billion in bonds be issued to establish a clean, efficient high-speed train service linking Southern California, the Sacramento/San Joaquin Valley, and the San Francisco Bay Area, with at least 90 percent of bond funds spent for specific projects, with private and public matching funds required, including, but not limited to, federal funds, funds from revenue bonds, and local funds, and all bond funds subject to independent audits? Fiscal Impact: State costs of \$19.4 billion, assuming 30 years to pay both principal and interest costs of the bonds. Payments would average about \$647 million per year. When constructed, unknown operation and maintenance costs, probably over \$1 billion annually; at least partially, and potentially fully, offset by passenger fares.
<div style="display: flex; justify-content: space-between;"><div><input type="radio"/> BARACK OBAMA <small>for President</small></div><div>Democratic</div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> JOE BIDEN <small>for Vice President</small></div><div></div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> BOB BARR <small>for President</small></div><div>Libertarian</div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> WAYNE A. ROOT <small>for Vice President</small></div><div></div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> JOHN MCCAIN <small>for President</small></div><div>Republican</div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> SARAH PALIN <small>for Vice President</small></div><div></div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> CYNTHIA MCKINNEY <small>for President</small></div><div>Green</div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> ROSA CLEMENTE <small>for Vice President</small></div><div></div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> ALAN KEYES <small>for President</small></div><div>American Independent</div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> WILEY S. DRAKE, SR. <small>for Vice President</small></div><div></div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> RALPH NADER <small>for President</small></div><div>Peace and Freedom</div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> MATT GONZALEZ <small>for Vice President</small></div><div></div></div> <div><input type="radio"/> _____</div>	<div style="display: flex; justify-content: space-between;"><div><input type="radio"/> CHARLOTTE WARE <small>Community Volunteer</small></div><div></div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> KATE SMITH <small>Teacher</small></div><div></div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> H. EDWARD HERON <small>Retired Business Executive</small></div><div></div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> JACQUELINE INDA <small>No Ballot Designation</small></div><div></div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> SUSAN CHRISTOL DEACON <small>Parent/Teacher</small></div><div></div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> ANNETTE CORDERO <small>School Board Member</small></div><div></div></div> <div><input type="radio"/> _____</div> <div><input type="radio"/> _____</div> <div><input type="radio"/> _____</div>	
MONTECITO UNION SCHOOL DISTRICT		
Governing Board Member Vote for no more than Two		
<div style="display: flex; justify-content: space-between;"><div><input type="radio"/> BRETT MATTHEWS <small>Business Executive/Father</small></div><div></div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> MARY MOROUSE <small>Parent/Retired Executive</small></div><div></div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> ROBERT KUPIEC <small>Appointed Incumbent</small></div><div></div></div> <div><input type="radio"/> _____</div> <div><input type="radio"/> _____</div>		
DISTRICT		
MONTECITO WATER DISTRICT		
UNITED STATES REPRESENTATIVE		
U.S. REPRESENTATIVE 23RD DISTRICT Vote for One		
<div style="display: flex; justify-content: space-between;"><div><input type="radio"/> MATT T. KOKKONEN <small>Financial Planner</small></div><div>Republican</div></div> <div style="display: flex; justify-content: space-between;"><div><input type="radio"/> LOIS CAPPS <small>U.S. Representative</small></div><div>Democratic</div></div>		

☐ YES

Sample Ballot

<div><input type="radio"/> _____</div> <div>STATE SENATOR</div> <div>STATE SENATOR 19TH DISTRICT Vote for One</div> <div><div><input type="radio"/> HANNAH-BETH JACKSON Educator</div><div><input type="radio"/> TONY STRICKLAND Renewable Energy Businessman</div><div><input type="radio"/> _____</div></div> <div>Democratic</div> <div>Republican</div> <div>MEMBER OF THE STATE ASSEMBLY</div> <div>MEMBER OF THE STATE ASSEMBLY 35TH DISTRICT Vote for One</div> <div><div><input type="radio"/> PEDRO NAVA Member of the State Assembly, 35th District</div><div><input type="radio"/> GREGORY GANDRUD Accountant</div><div><input type="radio"/> _____</div></div> <div>Democratic</div> <div>Republican</div> <div>JUDICIAL</div> <div>JUDGE OF THE SUPERIOR COURT OFFICE NO. 5 Vote for One</div> <div><div><input type="radio"/> JOHN MACKINNON Deputy District Attorney</div><div><input type="radio"/> JED BEEBE Superior Court Attorney</div><div><input type="radio"/> _____</div></div>	<div>Director</div> <div>Vote for no more than Two</div> <div><div><input type="radio"/> LARRY WILSON Incumbent</div><div><input type="radio"/> DAVID STRAUSS No Ballot Designation</div><div><input type="radio"/> JAN ABEL Incumbent</div><div><input type="radio"/> _____</div><div><input type="radio"/> _____</div></div> <div>MONTECITO WATER DISTRICT SHORT TERM</div> <div>Director</div> <div>Vote for One</div> <div><div><input type="radio"/> W. DOUGLAS MORGAN Appointed Incumbent</div><div><input checked="" type="radio"/> DAVID D. NOVIS Retired Entrepreneur Publisher</div><div><input type="radio"/> _____</div></div>	<div><input type="radio"/> NO</div> <div>PROPOSITION 2 STANDARDS FOR CONFINING FARM ANIMALS. INITIATIVE STATUTE. Requires that certain farm animals be allowed, for the majority of every day, to fully extend their limbs or wings, lie down, stand up and turn around. Limited exceptions apply. Fiscal Impact: Potential unknown decrease in state and local tax revenues from farm businesses, possibly in the range of several million dollars annually. Potential minor local and state enforcement and prosecution costs, partly offset by increased fine revenue.</div> <div><div><input type="radio"/> YES</div><div><input type="radio"/> NO</div></div> <div>PROPOSITION 3 CHILDREN'S HOSPITAL BOND ACT. GRANT PROGRAM. INITIATIVE STATUTE. Authorizes \$980,000,000 in general obligation bonds for construction, expansion, remodeling, renovation, furnishing and equipping of eligible children's hospitals. Fiscal Impact: State cost of about \$2 billion over 30 years to pay off both the principal (\$980 million) and interest (\$933 million) costs of the bonds. Payments of about \$64 million per year.</div> <div><div><input type="radio"/> YES</div><div><input type="radio"/> NO</div></div>
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<p>PROPOSITION 4 WAITING PERIOD AND PARENTAL NOTIFICATION BEFORE TERMINATION OF MINOR'S PREGNANCY. INITIATIVE CONSTITUTIONAL AMENDMENT. Changes California Constitution, prohibiting abortion for unemancipated minor until 48 hours after physician notifies minor's parent, legal guardian, or, in limited cases, substitute adult relative. Provides an exception for medical emergency or parental waiver. Fiscal Impact: Potential unknown net state costs of several million dollars annually for health and social services programs, court administration, and state health agency administration combined.</p> <p style="text-align: center;"> <input type="radio"/> YES <input type="radio"/> NO </p>	<p>PROPOSITION 9 CRIMINAL JUSTICE SYSTEM. VICTIMS' RIGHTS. PAROLE. INITIATIVE CONSTITUTIONAL AMENDMENT AND STATUTE. Requires notification to victim and opportunity for input during phases of criminal justice process, including bail, pleas, sentencing and parole. Establishes victim safety as consideration for bail or parole. Fiscal Impact: Potential loss of state savings on prison operations and increased county jail costs amounting to hundreds of millions of dollars annually. Potential net savings in the low tens of millions of dollars annually on parole procedures.</p> <p style="text-align: center;"> <input type="radio"/> YES <input type="radio"/> NO </p>	<p style="text-align: center;">COUNTY</p> <p>MEASURE A2008 SANTA BARBARA COUNTY ROAD REPAIR, TRAFFIC RELIEF AND TRANSPORTATION SAFETY MEASURE Shall voters approve an ordinance to:</p> <ul style="list-style-type: none"> Repair potholes; Provide safe routes to school; Widen Highway 101 south of Santa Barbara to relieve congestion; Implement local street/highway safety improvements; Expand public bus services/passenger rail, with increased senior/disabled accessibility; Synchronize traffic signals; Earthquake retrofit bridges/overpasses; Increase pedestrian/bike safety; <p>by <u>continuing, but not increasing</u>, the existing half-cent sales tax for 30 years with local control, independent financial audits and public review of expenditures?</p> <p style="text-align: center;"> <input type="radio"/> YES <input type="radio"/> NO </p>
<p>PROPOSITION 5 NONVIOLENT DRUG OFFENSES. SENTENCING, PAROLE AND REHABILITATION. INITIATIVE STATUTE. Allocates \$460,000,000 annually to improve and expand treatment programs. Limits court authority to incarcerate offenders who commit certain drug crimes, break drug treatment rules or violate parole. Fiscal Impact: Increased state costs potentially exceeding \$1 billion annually primarily for expansion of offender treatment programs. State savings potentially exceeding \$1 billion annually on corrections operations. Net one-time state prison capital outlay savings potentially exceeding \$2.5 billion.</p> <p style="text-align: center;"> <input type="radio"/> YES <input type="radio"/> NO </p>	<p>PROPOSITION 10 ALTERNATIVE FUEL VEHICLES AND RENEWABLE ENERGY. BONDS. INITIATIVE STATUTE. Authorizes \$5 billion in bonds paid from state's General Fund, to help consumers and others purchase certain vehicles, and to fund research in renewable energy and alternative fuel vehicles. Fiscal Impact: State cost of about \$10 billion over 30 years to repay bonds. Increased state and local revenues, potentially totaling several tens of millions of dollars through 2019. Potential state administrative costs up to about \$10 million annually.</p> <p style="text-align: center;"> <input type="radio"/> YES <input type="radio"/> NO </p>	<p style="text-align: center;">CITY</p> <p>MEASURE G2008 CITY OF SANTA BARBARA Shall Santa Barbara adopt an ordinance reducing the telecommunications utility users tax from 6% to 5.75%, to fund police, fire, 911, parks/recreation, gang prevention and after school programs for at-risk youth, senior services, street repairs, public transit, and other general fund services; exempting low-income seniors; prohibiting a tax rate increase without voter approval; requiring equal treatment of taxpayers regardless of technology, annual audits, public review of expenditures and local control of all revenue?</p> <p style="text-align: center;"> <input type="radio"/> YES <input type="radio"/> NO </p>
<p>PROPOSITION 6 POLICE AND LAW ENFORCEMENT FUNDING. CRIMINAL PENALTIES AND LAWS. INITIATIVE STATUTE. Requires minimum of \$965,000,000 of state funding each year for police and local law enforcement. Makes approximately 30 revisions to California criminal law. Fiscal Impact: Increased net state costs exceeding \$500 million annually due to increasing spending on criminal justice programs to at least \$965 million and for corrections operating costs. Potential one-</p>	<p>PROPOSITION 11 REDISTRICTING. INITIATIVE CONSTITUTIONAL AMENDMENT AND STATUTE. Changes authority for establishing state office boundaries from elected representatives to commission. Establishes multilevel process to select commissioners from registered voter pool. Commission comprised of Democrats, Republicans, and representatives of neither party. Fiscal Impact: Potential increase in state redistricting costs once every ten years due to two entities performing redistricting. Any increase in costs probably would not be significant.</p>	

time state prison capital outlay costs exceeding \$500 million.

☐ YES

☐ NO

☐ YES

☐ NO

**PROPOSITION 7
RENEWABLE ENERGY GENERATION.
INITIATIVE STATUTE.**

Requires government-owned utilities to generate 20% of their electricity from renewable energy by 2010, a standard currently applicable to private electrical corporations. Raises requirement for all utilities to 40% by 2020 and 50% by 2025. Fiscal Impact: Increased state administrative costs up to \$3.4 million annually, paid by fees. Unknown impact on state and local government costs and revenues due to the measure's uncertain impact on retail electricity rates.

☐ YES

☐ NO

**PROPOSITION 12
VETERANS' BOND ACT OF 2008.**

This act provides for a bond issue of nine hundred million dollars (\$900,000,000) to provide farm and home aid for California veterans. Fiscal Impact: Costs of about \$1.8 billion to pay off both the principal (\$900 million) and interest (\$856 million) on the bonds; costs paid by participating veterans. Average payment for principal and interest of about \$59 million per year for 30 years.

☐ YES

☐ NO

SCHOOL

**MEASURE H2008
SANTA BARBARA HIGH SCHOOL
DISTRICT**

"To offset severe state budget cuts to our schools; protect the quality of education; enhance math, science, and technology education; supplement music, arts, foreign language and theater programs at the secondary level; and restore math class size reduction; shall Santa Barbara High School District be authorized to implement a \$23 annual parcel tax for four years, with an available exemption for senior citizens, with independent citizen oversight, without administrative salaries, and with every dollar staying in our local schools?"

☐ YES

☐ NO

**PROPOSITION 8
ELIMINATES RIGHT OF SAME-SEX
COUPLES TO MARRY. INITIATIVE
CONSTITUTIONAL AMENDMENT.**

Changes California Constitution to eliminate the right of same-sex couples to marry. Provides that only marriage between a man and a woman is valid or recognized in California. Fiscal Impact: Over next few years, potential revenue loss, mainly sales taxes, totaling in the several tens of millions of dollars, to state and local governments. In the long run, likely little fiscal impact on state and local governments.

☐ YES

☐ NO

VOTER'S PAMPHLET

**The following pages contain
CANDIDATES' STATEMENTS
together with
BALLOT MEASURES, ANALYSES
AND ARGUMENTS**

(whichever is applicable to your ballot)

The following pages of this pamphlet may not represent a complete list of candidates. A complete list of candidates appears on the Sample Ballot pages at the beginning of this booklet. Each candidate's statement in this pamphlet is volunteered by the candidate and is printed verbatim as submitted by the candidate.

**ARGUMENTS IN SUPPORT OF OR IN OPPOSITION TO THE
PROPOSED LAWS ARE THE OPINIONS OF THE AUTHORS**

FIND YOUR POLLING PLACE ON THE INTERNET **(OR ANSWER OTHER ELECTION QUESTIONS)**

Santa Barbara County Elections has an internet website. Our address is **www.sbcvote.com**. If you have any of the following election questions or wish to obtain additional election information, please visit our website.

- Vote by mail information
- Polling place hours on election day
- Polling place locations
- Registration deadlines
- Sample Ballot information

Statement of **John T. MacKinnon** Candidate for
Superior Court Judge, Office No. 5

Occupation: Senior Deputy District Attorney

Age:

Education and Qualifications:

These are challenging times for those of us involved in the criminal justice system. **Overcrowded jails, methamphetamine abuse, and street gangs** concern us all. During my career I have handled thousands of criminal cases and am **dedicated to public safety**. I was born and raised here in Santa Barbara County, and returned home after obtaining my law degree from the University of the Pacific.

My passion for justice extends beyond the courthouse. I serve on the Board of Directors of our local Boys and Girls Club; I teach at the Police Academy and serve as the **President of the Bar Association of Northern Santa Barbara County**. I have also volunteered to teach parents and teachers on how to protect children from internet predators.

I have worked in our drug and mental health treatment courts, and know that effective treatment for nonviolent drug users and the mentally ill reduces jail overcrowding and preserves space for violent criminals and sex offenders. I am tough, fair, and respected. Join **District Attorney Christie Stanley, Sheriff Bill Brown**, judges, and elected officials from throughout the county in supporting my candidacy. My wife Michelle and our two children thank you for your vote.

Visit: www.MacKinnon4Judge.com for a full endorsement list.

Statement of **Jed Beebe** Candidate for
Superior Court Judge, Office No. 5

Occupation: Superior Court Research Attorney

Age: 58

Education and Qualifications:

I am ready to serve as Judge. I have **33 years of legal experience**, both criminal and civil. Since 1990, I have been the Superior Court's Research Attorney, directly assisting the Judges throughout Santa Barbara County with some of their most complicated and time-sensitive cases. I've often served as a Judge Pro Tem, handling jury and court trials, settlements, juvenile court matters, and traffic cases. My experience includes serving local residents as Deputy County Counsel, and seven years in private legal practice, including being an on-call prosecutor.

I am **endorsed by Judges** Melville, Lewellen, Staffel, Herman, Anderle, deBellefeuille, Iwasko, Rigali, Adams, Brown, McLafferty, Garcia, St. John, Jennings, and Canter. I am also endorsed by the Santa Maria Times, Lompoc Record, and former judicial candidates Lynn Cutler, Senior County Prosecutor, and Kevin Ready, Deputy County Counsel. I am evaluated as **"exceptionally well qualified"** by the Santa Barbara Women Lawyers.

My wife, Diane, and I have made our home for 26 years in this county and have raised our family here. I am passionate about justice and fair play. You can count on me to be fair and to work to the highest professional standards. See more at **BeebeforJudge.com**.

<p style="text-align: center;">Statement of Charlotte Ware Candidate for Governing Board Member Santa Barbara School Districts</p> <p>Occupation: Community Volunteer Age: 48 Education and Qualifications:</p> <p>I believe in quality public education and the important role it plays in our community. Both of my children have attended public schools and our family has contributed time and resources to support and enhance the educational experience for all students.</p> <p>I have used my math degree and corporate technology experience while serving as a school volunteer for 15 years. I have assisted in the classroom tutoring students, been on campuses organizing enhancement programs, worked with administrators on site councils, served on advisory committees for the district and spent two years as DPHS PTA President.</p> <p>The weekly time invested with students, teachers, staff and administrators has helped me to understand the big picture, synthesize feedback and concerns, and to work toward multiple solutions that focus on the common objective.</p> <p>My priority is that each student receives a quality education in a safe and respectful environment. As a school board member, I will work to maintain a responsible budget and support programs that raise the academic performance of all students.</p> <p>As a member of the School Board, I will apply my experience and passion for quality education for all students in the SB District.</p> <p>Please support me with your vote.</p>	<p style="text-align: center;">Statement of Kate Smith Candidate for Governing Board Member Santa Barbara School Districts</p> <p>Occupation: Teacher/Special Education Advocate Age: 58 Education and Qualifications:</p> <p>Students need and deserve child-centered and parent-involved schools with an engaged, relevant, and socially-conscious curriculum in a supportive and cooperative environment. Santa Barbara is blessed to have the SBCC Parent-Child Workshops and I support parent-cooperative schools "where parents and children learn and grow together." I support the development of high school academies and alternative educational models that accommodate a variety of learning styles and preferences.</p> <p>Our democratic society depends upon the success of our educational system and I am passionate about school reform. I would increase teacher support and decrease the administrative bureaucracy. I would dismantle the Truancy Program, which criminalizes the low-performing high school students by placing them in the juvenile justice system, and I will expose wrong-doing in the Special Education Local Plan Area (SELPA). I have a California State Secondary Teaching Credential, and am currently the Santa Barbara School Districts' Parent Representative to the SELPA Community Advisory Committee.</p> <p>My family is eternally grateful to Starr King (Hanne Sonquist and Rachel Johansen), Open Alternative School (Gwen Phillips), and San Marcos I-5 (Debbie Keys-Thomas and Mary De Smidt) and I would be honored to serve on the Santa Barbara School Districts' Board of Education.</p>
<p style="text-align: center;">Statement of H. Edward Heron Candidate for Governing Board Member Santa Barbara School Districts</p> <p>Occupation: Community Volunteer/Retired Business Executive Age: 68 Education and Qualifications:</p> <p>A sixty year resident of Santa Barbara graduating from Peabody, La Cumbre and Santa Barbara High School. Bachelor's Degree, Business Economics, Claremont McKenna College. Married 41 years to Mary, 3 children, 7 grandchildren.</p> <p>42 year professional real estate career in Santa Barbara. California's Distinguished Realtor, 1992. Director for City Commerce Bank and Mid State Bank serving on their Audit Committees. Founding President, Mid State Bank Foundation and Chair, Coldwell Banker Community Foundation. Immediate Past President, Partners in Education and a leader in its Computer For Families program for the past 10 years providing over 6,000 computers free to South Coast families. 2006-2008 Chair, UCSB Economic Forecast, Santa Barbara.</p> <p>My focus will be fiscal responsibility, supporting talented teaching professionals, implementing the 2008-2013 technology plan, make certain by citizen oversight that parcel tax funds, if passed, are used to supplement music, art and theatre programs, foreign language, math, science and technology education. Create partnerships, never needed more than right now, between parents, educators, and businesses knowing that children do well when supported by family and the community.</p> <p>I am dedicated to Santa Barbara, Goleta, and Montecito having the finest public schools possible emphasizing achievement for all students. I would be honored by your vote.</p>	<p style="text-align: center;">Statement of Jacqueline Inda Candidate for Governing Board Member Santa Barbara School Districts</p> <p>Occupation: Neighborhood Leader, Parent Age: 28 Education and Qualifications:</p> <p>Youth violence must be stopped in our community. No child should feel unsafe at school or on the way to and from school.</p> <p>Our schools must work toward excellence and equity. There should be high expectations for all and a helping hand for all who need it.</p> <p>Education should be more personalized. Each child is unique and deserves attention and assistance tailored to his or her individual needs.</p> <p>Our secondary schools are large, and many children feel disconnected. There should be smaller schools-within-schools, each with its own identity and self-contained program.</p> <p>Many youth will not choose college after high school. They need better vocational alternatives, programs that lead to well-paid jobs. They also need a solid education in core academic subjects.</p> <p>Ongoing programs are rarely evaluated. I will work to see that our dollars are spent only for programs proven to be effective.</p> <p>The Santa Barbara School Board must re-establish public trust. No more \$5,000,000 "accounting mistakes." School finances should be understandable and accountable. I pledge to do all I can to insure financial responsibility.</p>

Statement of **Susan Christol Deacon** Candidate for
Governing Board Member
Santa Barbara School Districts

Occupation: Parent/Teacher
Education and Qualifications:

Age:

In my 20-year career as a community college teacher and administrator, I've developed the knowledge and experience to promote academic achievement in our schools—even in the face of shrinking state and federal funding.

My children attended our local schools, and my family is committed to this community. I am president of the non-profit that raised over \$2 million to build an Olympic-size pool at Dos Pueblos High. We have since established a successful 3rd grade swim program. I know from personal experience that with commitment and hard work, we can accomplish a great deal.

If elected, I will work at every level to hire and keep smart, motivated and well-trained teachers, along with first-class principals. I will consider every creative approach to restore funding so that we can lower class sizes, reinstate music and elective courses, and strengthen the math, science and language arts core. I will ensure that school district officials are responsive to concerns of families.

Common sense will guide my decision-making, and I pledge to be a thoughtful, fair and respectful leader. I'm ready to face the challenges of protecting and extending educational excellence in tough economic times.

I ask for your vote on Nov. 4.

Statement of **Annette Cordero** Candidate for
Governing Board Member
Santa Barbara School Districts

Occupation: School Board Member/Teacher
Education and Qualifications:

Age: 51

It has been an honor to serve on the Santa Barbara School Board for the past four years. I ask for your vote to allow me to continue my work for the students of our Elementary and Secondary districts.

During the past four years, the Santa Barbara School District has faced serious issues, and I have advocated solutions that focus on **maintaining and enhancing student achievement, improving fiscal health and accountability and respecting the expertise and commitment of our teachers and staff.**

I am an 8th-generation Santa Barbaran and one of eleven children. All of us proudly graduated from Santa Barbara District schools. I earned my M.A. in Education/Reading from UCSB and currently teach English at SBCC.

My husband and our two sons are also products of the Santa Barbara District schools, and I maintain a strong commitment to ensuring that **ALL** students receive the highest quality education possible.

I am proud to have the support of trusted education and community leaders like **Supervisor Salud Carbajal, Mayor Marty Blum, School Board Member Nancy Harter** and many others. **I would be honored to have your support as well.**

<p style="text-align: center;">Statement of Brett Matthews Candidate for Governing Board Member Montecito Union School District</p> <p>Occupation: Business Executive, Father Age: 42 Education and Qualifications:</p> <p>Commitment: <u>With four young children, my commitment is that all MUS children receive an exceptional education.</u> On the Montecito Education Foundation's executive committee, I have focused on helping to implement a healthy lunch program while ensuring that future projects are supported by the community and are fiscally sound. My wife Ginger Salazar and I recently received a PTA Service Award.</p> <p>Background: <u>Founder, former Chairman/CEO of Imagitas.</u> Numerous Federal and State government agency clients, including Department of Education. Business awards: Vice President Gore's Reinventing Government Award; Entrepreneur of Year Award, Ernst and Young New England. Dartmouth College Graduate, Rockefeller Center Public Policy Board.</p> <p>How I want to help MUS: <u>Fiscal Responsibility</u> - With the poor economy, it is important that MUS remain financially strong for our children's education. I have substantive experience in this area, where one of my government partners generated \$150 million in new non-tax revenue, decreased costs \$250 million and improved service. <u>Strategic Planning</u> - MUS is creating a strategic plan. My private sector experience with government in strategic planning can help guide the process to benefit students. <u>Communication</u> - I will continue working to better the communication between MUS stakeholders, and ensure all voices are heard.</p>	<p style="text-align: center;">Statement of Mary Morouse Candidate for Governing Board Member Montecito Union School District</p> <p>Occupation: Parent/Retired Executive Age: Education and Qualifications:</p> <p>As a retired business executive with 15 years' experience in companies including Amazon.com and Microsoft, I know that excellence doesn't just happen. I want to lend my experience to the management of MUS - one of the biggest "businesses" in Montecito. We are fortunate that our school is very generously funded. But that doesn't mean we should be complacent, especially during uncertain economic times. I will apply my business skills to the creation of clear strategic and financial plans one should expect from a \$10 million business like MUS.</p> <p>As a mother to three young children, I want to continue to improve the quality of education our children receive at MUS. I want to see MUS attract, hire and retain the best teachers in California, and provide outstanding curriculum and enrichment opportunities. I want to see happy, healthy and curious children who are excited about school.</p> <p>As an active member of the Montecito community, I want to uphold the faith our citizens put in the school board. I want MUS to be a beacon of light among California public schools, a system that served me well: from K-12, to UC Berkeley, to UCLA where I obtained my MBA.</p>
<p style="text-align: center;">Statement of Robert Kupiec Candidate for Governing Board Member Montecito Union School District</p> <p>Occupation: Architect Age: 54 Education and Qualifications:</p> <p>Robert Kupiec, architect and MUS parent for the past 5 years, was appointed to the School Board in 2006. A core belief is that community service focused on improving public education is our duty as citizens. Serving on boards of educational foundations he was Chairman of the National Institute for Architectural Education as well as the Van Alen Institute. In his tenure at MUS he has promoted initiatives that reflect key priorities and stewardship goals: 1) Improving communications within the school community so that the administration, faculty, parents and students work collaboratively to address immediate challenges and create a shared vision for the future of MUS. 2) Creating a better methodology for assessment of student achievement and curriculum evaluation so that our Language Arts and Math programs are at their best. 3) Improving Science instruction and incorporating state-of-the-art teaching tools in our classrooms and new science lab. 4) Emphasizing holistic education by supporting the Arts and providing our children with opportunities to learn through music, visual arts, drama and dance. 5) Actively supporting our Healthy Lunch and Garden programs to nourish our children and foster their local and global awareness of health and environmental issues.</p>	

<p style="text-align: center;">Statement of Jan Abel Candidate for Director Montecito Water District, Full Term</p> <p>Occupation: _____ Age: _____ Education and Qualifications: _____</p> <p>Water is a precious asset – but dealing with it is no longer simple or easy. Today's world of complex water issues demands experienced, energetic, hard working public servants.</p> <p><u>If you seek experience, energy, dedication and community knowledge, vote Jan Abel for Director, Montecito Water District.</u></p> <p>Some highlights of my record: Past President and Director, Montecito Water District; Director, Association of California Water Agencies; President, Lake Cachuma Operations and Conservation Release Boards; Montecito resident, 43 years.</p> <p>I have worked to keep our water supplies up and promote conservation of our water. I have supported vital facility programs to keep your water reliable and safe. I have chaired regional projects to restore the river environment for steelhead trout. I have increased residents' water information.</p> <p>I was elected by Central Coast water agencies to represent all of us as a Director of California's largest statewide water association. To keep our communities green, I have worked to increase our water resources and to promote conservation. My goals are: keep our District financially sound; serve all water users in an equitable manner; and remain accountable to you, our water consumers.</p> <p><u>Let me continue my work for you. Vote Jan Abel for Director, Montecito Water District</u></p>	<p style="text-align: center;">Statement of W. Douglas Morgan Candidate for Director Montecito Water District, Short Term</p> <p>Occupation: Retired Economics Professor Age: _____ Education and Qualifications: _____</p> <p>I was chosen to fill a vacancy by the current District Board in February 2007 from a field of well-screened candidates.</p> <p>My first priority was to learn as much about the District as possible, then implement all aspects of a Director's responsibilities. Since January 2008 I have served as the Vice President of the Board in addition to sitting on both the Finance and the ad hoc Water Supply Committees.</p> <p>My education and career qualify me to serve on these committees. Recently retired from UCSB as professor of Economics (PhD, UC Berkeley), I bring to the Board extensive research capabilities. Some of my research at UCSB focused on water resources, water pricing and benefit cost analysis.</p> <p>I developed strong leadership skills as Associate Dean of the College of Letters and Science at UCSB, and as the Chair of the Academic Senate. I represented UCSB on several system-wide committees.</p> <p>I will continue to maintain sound financial practices and work to correct our long-term water supply and demand imbalance.</p> <p>My commitment to this community is reflected in my long residency here. My family and I have been residents of Montecito for 33 years.</p> <p>I ask your support on November 4.</p>

IMPARTIAL ANALYSIS BY COUNTY COUNSEL MEASURE A2008

A county local transportation authority (Authority) may adopt an ordinance imposing a retail transactions and use tax to fund local and regional transportation projects and programs specified in an expenditure plan. The sales tax must be approved by a two-thirds vote at a countywide election.

In 1989, Santa Barbara County voters approved Measure D, a Santa Barbara County Local Transportation Authority ordinance, imposing a ½ cent sales tax and adopting a transportation expenditure plan. Measure D authorization expires March 31, 2010.

Measure A2008, if approved, will extend the existing ½ cent sales tax authorization for 30 years beginning April 1, 2010 to March 31, 2040. The Measure A2008 ordinance includes a transportation expenditure plan (Investment Plan) identifying various transportation projects and programs to be funded by the sales tax revenues.

The ordinance and Investment Plan are published in the ballot pamphlet and provide that tax revenues may only be used consistent with the adopted Investment Plan. (§ 17). All projects funded by the ordinance must be consistent with regional transportation plans, any applicable congestion management plans and the California Environmental Quality Act.

Program funds are generally allocated as follows:

- The North County and the South Coast of Santa Barbara County each receive \$455 million to be expended within each region as specifically described in the Investment Plan.
- Approximately 60% of revenues to the County of Santa Barbara and the cities within the county as "Local Street and Transportation Improvement" funding to be expended on projects selected by city councils and the board of supervisors.
- \$140 million as matching funds to widen Highway 101 from 4 to 6 lanes between Carpinteria and Santa Barbara.
- \$42 million for improvements on Highway 101 in North County.

Localities must annually adopt a 5-year program of projects and local jurisdictions must maintain expenditures of local discretionary funds for streets and roads at Fiscal Year 2007-2008 levels in order to receive funds (§§18, 27).

The ordinance requires the Authority to meet in public and encourage public participation, an advisory Citizens Oversight Committee, and annual audits. It allows cooperative funding agreements between jurisdictions.

The Authority may not spend more than 1% of sales tax funds for salaries and benefits (§ 29). Funds must be held in a separate account with interest spent only for the purposes allocated. A maximum annual appropriations limit of \$200,000,000 is established beginning in 2010-2011. Limited tax bonds to accelerate construction of transportation projects are authorized. Except for tax rates, termination date, and appropriations limit, the Authority may amend the ordinance or Investment Plan by 2/3 vote after a noticed public hearing. (§§ 17, 21).

The ½ cent sales tax is estimated to generate \$1,050,000,000 over 30 years. These funds are anticipated to match or leverage \$522,000,000 of other funds.

A YES vote on Measure A2008 means the ordinance and continuation of the tax are APPROVED.

A NO vote on Measure A2008 means the ordinance and tax are NOT APPROVED and the existing Measure D authorization expires March 31, 2010.

Dennis A. Marshall
COUNTY COUNSEL

ARGUMENT IN FAVOR OF MEASURE A2008

Measure A is a fair, balanced plan for repairing, maintaining and improving our local roads; expanding the use of buses, bikes, trains and walking; and easing traffic congestion on our highways, intersections and major streets.

Most importantly, Measure A does NOT increase our taxes, which is one of the reasons the Santa Barbara County Taxpayers Association endorses Measure A. Measure A merely continues what has been a dependable and important source of local funding over the past 20 years for maintaining and improving Santa Barbara County's transportation system.

All of the money from Measure A stays in Santa Barbara County, with all areas of the county getting their fair share of tax revenue and benefits. Sacramento politicians can not take the money to fix their budget mess.

Projects supported by Measure A will make our roads and highways safer for motorists, bicyclists and pedestrians. Measure A will also ensure that our roads and highways are in good condition during emergencies, helping our police, firefighters and ambulances respond quickly.

Some of the dozens of local and regional transportation projects that Measure A will fund include: *Safe Routes to School* for children; repairing and maintaining local roads; expanding bus and other transit programs countywide to ease increasing traffic congestion; synchronizing traffic signals; improving Highway 101 interchanges; and widening Highway 101 to six lanes.

Part of the money will go to retrofitting bridges against earthquakes and improving existing passenger rail service to get cars off of Highway 101.

Measure A also qualifies Santa Barbara County to receive more than \$520 million in matching state and federal funds – bringing home more of your tax dollars for local transportation projects that directly benefit you.

Please join us in voting YES for Measure A to improve our local roads and highways, enhance our public transit services and ease growing congestion – all WITHOUT increasing taxes.

The undersigned proponent(s) of the primary argument in favor of ballot Measure A2008 at the Presidential General Election to be held on November 4, 2008, hereby state(s) that such argument is true and correct to the best of their knowledge and belief.

/s/ Salud Carbajal, 1st District County Supervisor

/s/ Dave Davis, Executive Director Community Environmental Council

/s/ Brooks Firestone, 3rd District County Supervisor

/s/ Linda K. Phillips, Ph.D, President, League of Women Voters of Santa Barbara

/s/ Andy Caldwell, Executive Director of COLAB

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE A2008

Measure A is an unbalanced plan to upgrade county transportation infrastructure and is a large tax increase as well. It should be rejected and replaced with a more useful plan.

Measure A now has too much funding going to maintenance and too little going to major regional projects. Major regional projects are typically funded 75% by federal and state sources (from others) not County sources (from us) so we get a lot more for our money than for other things. Doubling major projects will open up another \$1 Billion of other peoples' money spent on our roads that isn't taxed to us.

Measure A revenue is divided half to North and half to South because population is split that way now. This will change over time and the funding split should track the population split. A 20 year measure cuts taxes by 1/3 or \$350 Million.

Vote **NO**! on the present Measure A and yes next year on a better proposal.

The undersigned proponent(s) of the rebuttal to the argument in favor of ballot Measure A2008 at the Presidential General Election to be held on November 4, 2008, hereby state(s) that such argument is true and correct to the best of their knowledge and belief.

/s/ Scott Wenz, President Cars Are Basic

/s/ M.R. Ward Sr., Santa Barbara County Republican Party

/s/ Jennifer Herrera, Executive Director, Fix101.org

ARGUMENT AGAINST MEASURE A2008

Measure A, a sales tax increase like failed predecessor Measure D, is an inadequate program to deal with serious countywide traffic problems. It should not be approved in its present form because it doesn't do the job despite costing taxpayers \$1 billion.

Measure A spends too little on major regional improvements (20 percent) and too much on minor local improvements (60 percent). It spends too much on uneconomical ideas (\$25 million on commuter rail) and not enough on projects of real benefit. It ties us down for 30 years which is too long given the major changes coming because of soaring oil prices and the resulting altered lifestyle. The proposed citizen advisory committee within it needs more power to be effective.

Matching funds of up to 75% of total cost from federal and state sources are available for main road improvements. Stressing these projects speeds up the improvements and lowers county expenditures.

Because this is a **sales tax**, Measure A will hit seniors and working families especially hard. Shortening the time period from 30 years to 10 years will cut the obligation by almost 70%.

If this Measure A fails, there is ample time to prepare and submit a good one or more to voters in 2010. Its framers will be under intense pressure to do a more effective job and are more likely to rise to the occasion and do better. Everyone, including us, wants an effective Measure A that will produce positive results at reasonable cost and is renewable in ten years. We say **TRY AGAIN IN 2010!**

Support common sense and reduce tax waste! Vote NO on A!

The undersigned proponent(s) of the primary argument against ballot Measure A2008 at the Presidential General Election to be held on November 4, 2008, hereby state(s) that such argument is true and correct to the best of their knowledge and belief.

/s/ Jennifer Herrera, Executive Director, Fix101.org

/s/ Scott Wenz, President, Cars Are Basic, Inc.

/s/ M.R. Ward Sr., Chair, Santa Barbara County Republican Party

REBUTTAL TO ARGUMENT AGAINST MEASURE A2008

Measure A does NOT increase our taxes. Measure A merely continues what has been a reliable source of local funding for maintaining and improving Santa Barbara County's vital transportation system over the past 20 years.

Measure A is a balanced plan, reflecting priorities identified by residents from Santa Maria to Carpinteria during a year of public meetings and hearings.

Measure A provides each city its fair share of revenue, while supporting projects that benefit the entire county. Some of the things that Measure A will accomplish **WITHOUT** raising your taxes include:

Enhancing Public Safety – Keeping our roads in good condition for quick response by police, firefighters and ambulances.

Improving Local Roads – Guaranteed county and city funding to maintain and improve roads, including fixing potholes and improving intersections.

Supporting Alternative Transportation – Enhanced local and regional bus service, along with funding to make walking and bicycling safer and easier.

Reducing Congestion – Widening 101 to six lanes will ease traffic and benefit all parts of the county.

To ensure that funds are spent efficiently and all projects are completed as promised, Measure A establishes a clear system of accountability, including a Citizens Oversight Committee, annual audits and public review of expenditures.

Best of all, every penny from Measure A stays in Santa Barbara County. And Measure A qualifies Santa Barbara County to receive \$522 million in matching state and federal tax dollars that would otherwise go to other counties.

Please vote YES on Measure A. For better, safer roads and less traffic, **WITHOUT** increasing taxes.

The undersigned proponent(s) of the rebuttal to the argument against ballot Measure A2008 at the Presidential General Election to be held on November 4, 2008, hereby state(s) that such argument is true and correct to the best of their knowledge and belief.

/s/ Lois Capps, Member of U.S. Congress

/s/ Joe Armendariz, Executive Director, Santa Barbara Technology & Industry Assn.

/s/ Bill Brown, Sheriff-Coroner, Santa Barbara County

/s/ Paula A. Perotte, President, Parent Teacher Association Fifteenth District

/s/ Joe Centeno, S.B. Co. 5th District Supervisor

**AN ORDINANCE OF THE
SANTA BARBARA COUNTY LOCAL TRANSPORTATION AUTHORITY
IMPLEMENTING THE
ROAD REPAIR, TRAFFIC RELIEF AND TRANSPORTATION SAFETY MEASURE**

ORDINANCE No. 5

The Santa Barbara County Local Transportation Authority does hereby ordain as follows:

Section 1. Title This ordinance shall be known as the Santa Barbara County Road Repair, Traffic Relief, and Transportation Safety Measure.

Section 2. Purpose. This ordinance is adopted to achieve the following, among other purposes, and directs that provisions hereof be interpreted in order to accomplish those purposes:

A. To establish a local funding source for road repair, traffic relief, and transportation safety improvements set out in detail in the Transportation Investment Plan ("Investment Plan"), which is Exhibit A of this ordinance. The Investment Plan is hereby adopted as the County Transportation Expenditure Plan pursuant to California Public Utility Code Section 180206 for the expenditure of revenues expected to be derived from the tax imposed pursuant to this ordinance.

B. To continue to impose a retail transaction and use tax of one-half of one percent (1/2%), in the incorporated and unincorporated territory of the County of Santa Barbara ("District") from April 1, 2010 until March 31, 2040 in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 180050 et seq. of the Public Utilities code which authorizes the Santa Barbara County Local Transportation Authority ("Authority") to adopt this ordinance which shall be operative if two-thirds of the electors voting on the measure vote to approve the continuation of the tax at an election called for that purpose.

C. To authorize the issuance of bonds to finance projects included in the Investment Plan as part of this ordinance.

D. To establish an appropriations limit for the Authority.

Section 3. Existing Ordinance. Nothing in this ordinance is intended to modify, repeal, or alter ordinances previously adopted by the Authority. The provisions of this ordinance shall apply solely to the retail transactions and use tax adopted herein. The provisions of previously adopted ordinances, including the tax rate, expenditure plan, procedures for adoption and amendment of the expenditure plan and other operative provisions shall remain in effect through March 31, 2010. The Existing Tax (which will expire on March 31, 2010) and any obligations or bonded indebtedness arising thereunder shall be deemed to continue and shall be in full force and effect until March 31, 2010. Revenues from tax levied but not yet collected on March 31, 2010 shall continue to be due and payable until collected.

Section 4. Continuation of Transactions and Use Tax. In addition to any other taxes authorized by law there is hereby continued in the District, in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code and Division 19 (commencing with Section 180000) of the California Public Utilities Code, a transactions and use tax at the rate of one-half of one percent (1/2%) for a period not to exceed thirty years from April 1, 2010, in addition to any existing or future authorized state or local transactions and use tax. There shall be no concurrent assessment of the Existing Tax and the tax to be imposed pursuant to this Ordinance. The provisions of 7261 and 7262 of the Revenue and Taxation Code unless specifically modified by this ordinance are incorporated herein by reference as though fully set forth herein.

Section 5. Operative Date. "Operative Date" means the first day of the first calendar quarter commencing more than 110 days after the adoption of this ordinance by two-thirds of the electors voting on the measure.

Although this ordinance shall be deemed to be operative on the Operative Date, the new tax rate, term, Investment Plan and related tax and fiscal provisions of this ordinance shall not be in effect until April 1, 2010, except as modified below in the case of new bond issuance. To the extent that the Authority may desire prior to April 1, 2010 to issue bonds secured by future revenues from the new tax provisions adopted herein, the provisions of this ordinance shall be operative at said earlier date for application to said revenues and bonds, allocations of any funds derived from said bonds, development of guidelines for use of said bond revenues, administration of the Investment Plan adopted hereunder, or preparation of a Strategic Plan.

Section 6. Contract with State. Prior to the Operative Date, the Authority shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided, that if the Authority shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Section 7. Transactions Tax Rate. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the District at the rate of one-half of one percent (1/2%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said District on and after April 1, 2010.

Section 8. Place of Sale. For the purposes of this ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

Section 9. Use Tax Rate. An excise tax is hereby imposed on the storage, use or other consumption in the District of tangible personal property purchased from any retailer on and after April 1, 2010 for storage, use or other consumption in said District at the rate of one-half of one percent (1/2%) of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

Section 10. Adoption of Provisions of State Law. Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

Section 11. Limitations on Adoption of State Law and Collection of Use Taxes. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

A. Wherever the State of California is named or referred to as the taxing agency, the name of this Authority shall be substituted therefor. However, the substitution shall not be made when:

1. The word "State" is used as a part of the title of the State Controller, State Treasurer, State Board of Control, State Board of Equalization, State Treasury, or the Constitution of the State of California;

2. The result of that substitution would require action to be taken by or against this Authority or any agency, officer, or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this ordinance.

3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while

such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;

b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property, which would not be subject to tax by the state under the said provision of that code.

4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The word "District" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

Section 12. Permit Not Required. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this ordinance.

Section 13. Exemptions and Exclusions.

A. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

B. There are exempted from the computation of the amount of transactions tax the gross receipts from:

1. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

2. Sales of property to be used outside the District which is shipped to a point outside the District, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the District shall be satisfied:

a. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-District address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

b. With respect to commercial vehicles, by registration to a place of business out-of-District and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this sales tax ordinance.

4. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

5. For the purposes of subparagraphs (3) and (4) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period

of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

C. There are exempted from the use tax imposed by this ordinance, the storage, use or other consumption in this District of tangible personal property:

1. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

2. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

3. If the purchaser is obligated to purchase the property for a fixed price pursuant to contract entered into prior to the operative date of this ordinance.

4. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the Operative Date of this sales tax ordinance.

5. For the purposes of subparagraphs (3) and (4) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

6. Except as provided in subparagraph (7), a retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the District or participates within the District in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the district or through any representative, agent, canvasser, solicitor, subsidiary, or person in the District under the authority of the retailer.

7. "A retailer engaged in business in the District" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the District.

D. Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

Section 14. Compliance with California Environmental Quality Act (CEQA). Pursuant to the State CEQA Guidelines section 15378(b)(4), adoption of this retail transactions and use tax ordinance as a government funding mechanism is not a project subject to the requirements of CEQA. Pursuant to State CEQA Guidelines section 15276, CEQA does not apply to the expenditure plan (Investment Plan, Exhibit A). Prior to commencement of any project included in the Investment Plan, any necessary environmental review required by CEQA shall be completed.

Section 15. Receipt of Fair Share State and Federal Transportation Funds. No revenues as provided for in this section shall be allocated for any State Highway project if the Authority adopts a finding that the Santa Barbara County region is not receiving, at a minimum, its fair share of funds from the State of California. The determination of fair share shall consider all relevant factors including the degree to which the Santa Barbara County region is receiving the statutory county minimum funding for all budgeted, expended, and programmed State and federal transportation funds. The policies and project approval actions of the California Transportation Commission and California Department of Transportation shall be subject to review, as well, to determine whether the Santa Barbara County region is receiving full consideration in the allocation of State and federal funding. A finding may be made at any time at the Authority's discretion. If, prior to the start of any fiscal year, the Authority makes a finding that the region is not in receipt of a fair share of State and federal funding the Authority may amend the Investment Plan to reallocate revenues pursuant to Section 19.

Section 16. Execution of Duties. The Authority may engage, contract with, employ and compensate any public or private agency, party, contractor or professional, in accordance with the Public Contract Code and/or any of the provisions for public employment of professional services for public agencies, for the planning, finance, approval, design, construction, acquisition of right of way, maintenance, operation, control and repair of any road, highway, bus, rail or other transportation facility. However, the Authority shall not be responsible for the maintenance or operation of any State highway facilities following construction contract completion.

Section 17. Investment Plan -- Adoption, Amendments and Updates. The Transportation Investment Plan, Exhibit A hereto, is hereby adopted as the County Transportation Expenditure Plan ("Expenditure Plan") for the expenditure of revenues expected to be derived from the tax imposed pursuant to this Ordinance, in accordance with California Public Utilities Code Section 180206.

A. The Authority may propose amendments to the Investment Plan to provide for the use of additional federal, state and local funds, to account for unexpected revenues, to add or delete a project or program from the plan, to maintain consistency with the Santa Barbara County Regional Transportation Plan, or to take into consideration unforeseen circumstances. An amendment to the Investment Plan must be passed by a two-thirds majority of the Authority by a roll call vote. The Authority must hold a formal, public hearing on the matter, which will be noticed by publication and mailing to interested parties, before adoption of any amendment to the Investment Plan.

B. The Authority may not act on an amendment to the North County Subregion Program or the South Coast Subregion Program unless it has been recommended to the Authority for approval by a majority vote of the respective Authority Sub-Region Committee established in Section 23 of this ordinance. Should an Authority Sub-Region Committee be unable to reach a majority approval of a proposed amendment, or is otherwise unable to take necessary action, within 60 days of the date the matter is referred to the Authority Sub-Region Committee, the Authority may by a two-thirds vote approve the amendment to the Subregion Program without the majority approval of the Sub-Region Committee.

C. Subsequent to the adoption of any amendment to the Investment Plan, the Authority shall notify the Board of Supervisors, the city council of each city in the county, and the Santa Barbara Metropolitan Transit District of the proposed amendment(s) and provide each entity with a copy of the proposed amendment(s). Pursuant to Public Utilities Code 180207, proposed amendment(s) shall become effective 45 days after notice is given unless a local jurisdiction or the Santa Barbara Metropolitan Transit District, subsequent to a majority vote by its policy body, notifies the Authority in writing of its intent to appeal the Authority's approval of the Investment Plan amendment. Such written notice shall state the reason for the appeal. The agency intending to appeal the proposed amendment(s) will have 45 days from the date notice is given to the Authority to obtain resolutions supporting the appeal of the amendment(s) from a majority of the cities representing a majority of the population residing within the incorporated areas in the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting the appeal within 45 days of the date notice is given, the Authority's amendment(s) to the Investment Plan shall take effect. If the necessary resolutions are obtained within 45 days from the date notice is given, then the amendment(s) shall be rescinded by the Authority.

D. The Investment Plan shall be reviewed by the Authority at least every ten years that the sales tax is in effect to ensure it is providing an equitable distribution of funds throughout the county. Any changes to the Plan resulting from this review must be adopted according to the amendment process described above, in accordance with current law in effect at the time of the update.

Section 18. Local Program Of Projects. Each local jurisdiction shall annually adopt, after holding a public hearing, a five-year program of projects including information about each of the projects to be funded with Local Street and Transportation Improvement Program revenues allocated according to the Investment Plan. Local agencies shall submit their program of projects to the Authority for approval pursuant to this section. The program of projects shall be in a format specified by the Authority and shall include project location, scope, schedule, cost and funding sources to ensure that the program can be easily understood by members of the public. The program of projects shall also include a detailed description of local jurisdiction expenditures of Local Street and Transportation Improvement Program funds from the previous fiscal year, including expenditures on alternative mode projects as defined in the Investment Plan. The purpose of requiring previous fiscal year expenditures to be documented in the program of projects is to allow the Authority to determine if the local agency is meeting its prescribed expenditure percentages, if any, on alternative modes and to allow the Authority to prepare a comprehensive report to the Citizens Oversight Committee and the public on the expenditure of funds generated by this ordinance. After a noticed public hearing, the Authority shall adopt the program of projects submitted by each local jurisdiction provided that it is consistent with this ordinance and the attached Investment Plan, and prior to releasing to the local jurisdiction its share of local program funding for the first fiscal year in the program of projects. Expenditures may be made on projects using local program funds only if they are included in the Authority's most recently adopted program of projects. To the maximum extent feasible, Local Street and Transportation Improvement Program expenditures shall be consistent with complete streets practices whereby new roads and reconstructed roads shall safely accommodate pedestrians, bicyclists, transit users and motorists except where such accommodation would be infeasible, illegal, or where the cost would be excessively disproportionate to the need or probable use.

A local jurisdiction may request that the Authority amend its program of projects. Amendments may be made by the Authority by a majority vote if the amendment does not require an Investment Plan amendment. Amendments to a program of projects that require an Investment Plan amendment shall be approved pursuant to Section 17.

All projects to be funded with revenues made available under this ordinance must be consistent with the Regional Transportation Plan, any applicable congestion management plans and CEQA.

Section 19. Authority Program of Projects. The Authority shall annually adopt a five-year regional program of projects to be funded with all estimated revenues excluding those revenues estimated for the Local Street and Transportation Improvement Program. The regional program of projects shall include the five-year program of projects adopted by the Santa Barbara Metropolitan Transit District including information about each of the projects to be funded by the South Coast Transit Operating and Capital Programs allocated according to the Investment Plan. A public hearing shall be held by the Authority prior to approval of the regional program of projects. Expenditures may be made on regional projects with the revenues made available under this section if they are included in the most recently adopted regional program of projects. The Authority may amend the regional program of projects by a majority vote if the amendment does not require an Investment Plan amendment. Amendments to the Authority program of projects that require an Investment Plan amendment shall be approved according to Section 17.

Section 20. Strategic Plan. The Authority will prepare a Strategic Plan, which it will update at least every five years. The Authority will develop the initial strategic plan by November 1, 2010. The Strategic Plan will be the master document for delivery of the Investment Plan projects and programs and can be amended at any time. The Strategic Plan may be amended by a majority vote of the Authority; however, amendment of the Strategic Plan shall not serve to amend provisions of the Investment Plan. To the extent that any amendment of the Strategic Plan would serve to modify, cancel, reallocate funds or otherwise change a provision of the

Investment Plan, it shall require approval according to Section 20. The purposes of the Strategic Plan are to define the scope, cost, and schedule of each project, identify accomplishments and critical issues, lists a set of Investment Plan amendments to these projects, details the revenue projections and possible financing tools needed to deliver the Investment Plan, gather into one document the policies and procedures adopted to implement the Investment Plan.

Section 21. Amendments to this Ordinance

A. With the exception of Sections 4, 7, 9, 35, and 36 which require a vote of the electors of the County of Santa Barbara to amend, this ordinance may be amended by the Authority to further its purposes, with two-thirds of the members of the Authority concurring at any regular or special meeting called for the purpose. The Authority must hold a formal, noticed public hearing on the matter before formal adoption of any amendment to the ordinance. Notice of the public hearing shall be published pursuant to Government Code section 6062.

B. Subsequent to any action by the Authority to amend this ordinance, the Authority shall notify the Board of Equalization, the Board of Supervisors, the city council of each city in the county, and the Santa Barbara Metropolitan Transit District board of directors of the proposed amendment(s) and provide each entity with a copy of the proposed amendment(s). Pursuant to Public Utilities Code 180207, proposed amendment(s) shall become effective 45 days after notice is given unless a local jurisdiction or the Santa Barbara Metropolitan Transit District, subsequent to a majority vote by its policy body, notifies the Authority in writing of its intent to appeal the Authority's approval of the Investment Plan amendment. Such written notice shall state the reason for the appeal. The agency appealing the proposed amendment(s) will have 45 days from the date notice is given to the Authority to obtain resolutions supporting the appeal of the amendment(s) from a majority of the cities representing a majority of the population residing within the incorporated areas in the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting the appeal within 45 days of the date notice is given, the Authority's amendment(s) to the ordinance shall take effect. If the necessary resolutions are obtained within 45 days from the date notice is given, then the amendment(s) shall be rescinded by the Authority.

Section 22. Advisory Committees The following advisory committees are established to assist the Authority in the administration on the Investment Plan and this Ordinance.

A. The Citizens Oversight Committee will be appointed by the Authority to help ensure accountability to voters regarding the expenditure of funds and to assist the Authority in ensuring that all provisions, requirements and voter mandates specified in the Investment Plan and Ordinance are properly carried out. The committee will serve in an advisory capacity to the Authority and will be comprised of an appropriate balance of transportation users representing the geographic, social, cultural, and economic interests in the county. Each Subregion Committee established in Section 23 of this ordinance shall nominate four representatives for appointment by the Authority. Three "at large" representatives shall be nominated and appointed by the Authority. Employees and elected officials of local governments in Santa Barbara County, employees or policy board members of transit districts in Santa Barbara County, and persons with a personal financial interest in a project or program in the Investment Plan are ineligible to serve as representatives. The Authority must appoint the committee by April 1, 2010 or at least 90 days prior to the adoption of a Strategic Plan, whichever date is sooner. The committee will determine the frequency of its meetings and be provided with administrative and technical assistance by the Authority in conducting its business. The committee shall annually submit a letter to the Authority commenting on whether the provisions, requirements and voter mandates specified in the Investment Plan and Ordinance have been properly carried out. The letter may include observations and recommendations to the Authority.

B. The Technical Advisory Committee will consist of a representative from the public works department from each city and the County of Santa Barbara, the Authority, the Santa Barbara Metropolitan Transit District and District 5 of the California Department of Transportation (Caltrans). Representatives shall serve at the will and pleasure of their appointing authority. The committee shall review, comment upon, and make recommendations on matters referred to it by the Authority.

Section 23. Authority Subregion Committees. The following Committees of the Authority are established to assist the Authority in implementing the Investment Plan and Ordinance.

A. The North County Subregion Committee will consist of the elected representatives appointed to the Authority by the cities of Buellton, Solvang, Lompoc, Guadalupe and Santa Maria, and Supervisors representing the 3rd, 4th and 5th supervisorial districts. Caltrans District 5 will be an ex-officio, non-voting, member of the committee. The Subregion Committee will recommend to the Authority, by majority vote, the policies and guidelines required to implement the North County Subregion Program of the Investment Plan that are not specified in this ordinance and will make recommendations to the Authority regarding the projects to be funded by the North County Subregion's discretionary programs, excluding the Local Street and Transportation Improvement Program. The Authority may accept or reject the Subregion Committee's recommendations but may not change the Subregion Committee's recommendations except but by a 2/3 majority vote. The Subregion Committee must also approve, by majority vote, any amendment to the North County Subregion Program prior to an Authority vote on the amendment pursuant to Section 17.B.

B. The South Coast Subregion Committee will consist of the elected representatives appointed to the Authority by the cities of Goleta, Santa Barbara, Carpinteria, and Supervisors representing the 1st, 2nd, and 3rd supervisorial districts. Caltrans District 5 and the Santa Barbara Metropolitan Transit District will be ex-officio, non-voting members of the committee. The Subregion Committee will recommend to the Authority, by majority vote, the policies and guidelines required to implement the South Coast Subregion Program of the Investment Plan that are not specified in this ordinance and will make recommendations to the Authority regarding the projects to be funded by the South Coast Subregion's discretionary programs, excluding the Local Street and Transportation Improvement Program. The Authority may accept or reject the Subregion Committee's recommendations but may not change the Subregion Committee's recommendations except but by a 2/3 majority vote. The Subregion Committee must also approve, by majority vote, any amendment to the South Coast Subregion Program prior to an Authority vote on the amendment pursuant to Section 17.B.

Section 24. Public Participation and Information. Meetings of the Authority Board, Subregion, Citizens Oversight and Technical Advisory committees shall be open to the public pursuant to the Ralph M. Brown Act, Government Code Section 54950 et seq. The planning and administration of this ordinance and the Investment Plan and operations of the Authority will be conducted in a transparent manner to encourage public participation. The Authority will ensure that there is accountability to the public in carrying out the purposes of this ordinance. A report by the Authority on the funding of projects and programs, local agency usage of required alternative transportation expenditure percentages, delivery of projects, financial status and projected schedule for future projects shall be presented in a public hearing at least annually. All such reports and records of the Authority shall be made available to the public and shall be on file in the Authority offices.

Section 25. Audit Provisions. No less than annually, the Authority shall conduct and approve an independent fiscal audit of the expenditure of all revenues raised by this ordinance. The scope and content of the audit shall be developed with the assistance of the Citizens Oversight Committee established pursuant to Section 22.A. The Citizens Oversight Committee shall review the draft audit report including findings and any recommendations. The audit, which shall be made available to the public and the Citizens Oversight Committee, shall report on evidence that the expenditure of revenues is in accordance with the Investment Plan. In addition, the audit shall determine that Maintenance of Effort requirements as set forth in Section 27 are being met. The audit shall also insure that no more than one percent (1%) of total retail transaction and use tax expenditures is used for administrative staff salaries and benefits in implementing this Investment Plan.

Section 26. Cooperative Fund Agreements. To maximize the effective use of funds, revenues may be transferred or exchanged between or among jurisdictions. Jurisdictions receiving funds may, by annual or multi-year agreement, exchange funds provided that the percentage of funds allocated as provided in the Investment Plan is maintained over the duration of the period of time the tax is imposed. Agreements to exchange funds, including fund repayment provisions, must be approved by the Authority and shall be consistent with all rules adopted or approved by the Authority relating to such exchanges. The Authority may

exchange revenues for State or federal funds allocated or granted to any public agency within or outside the area or jurisdiction of the Authority to maximize effectiveness in the use of the revenues. Such federal or State funds shall be distributed in the same manner as revenues derived from this ordinance. The Authority shall maintain for public review an accounting of all balances that are subject to cooperative agreements approved pursuant to this section.

Section 27. Maintenance of Effort. It is the intent of the Legislature and the Authority that revenues provided from this sales tax be used to supplement existing local revenues being used for the purposes set forth in the Investment Plan. Each local agency receiving revenues pursuant to the Investment Plan shall annually maintain an expenditure of local discretionary funds for street and road purposes which is no less than that reported in the State Controller's Annual Report of Financial Transactions for Streets and Roads for the Fiscal Year 2007-2008 and adjusted annually by the percentage change in the amount of retail transaction and use tax receipts collected through the imposition of this measure. If any local agency had extraordinary local discretionary fund expenditures for fiscal year 2007-2008, it may, subject to the approval of the Authority, use as a base for determining the required minimum level of local discretionary funds, the average amount of such funds reported to the State Controller for the three-year period of fiscal year 2005-2006 through 2007-2008. The Authority shall not allocate any revenues pursuant to this ordinance to any eligible local agency in any fiscal year until that local agency has certified to the Authority that it will include in its budget for that fiscal year an amount of local discretionary funding for streets and roads purposes at least equal to the minimum Maintenance of Effort required by this Section. An annual, independent audit shall be conducted to verify that the Maintenance of Effort requirements were met. Any local agency which does not meet its Maintenance of Effort requirements in any given fiscal year, shall have its funding reduced in a following year by the amount by which the expenditure of the agency for such purposes was less than its required level. Any local streets and roads revenues not allocated pursuant to these Maintenance of Effort requirements shall be redistributed to the remaining jurisdictions according to their share of the total County population, excluding the agency who has failed to meet its requirements, and excluding its share of population.

Section 28. Private Sector Funding Revenues provided from this sales tax shall not be used to replace private developer funding, which has been or would ordinarily be committed for any project under prevailing law, regulation or administrative practice.

Section 29. Administrative Expenses Revenues may be expended by the Authority for salaries, benefits, overhead, technical, auditing and legal services and for those services including contractual services, necessary to administer and implement the Investment Plan and revenue allocations under this ordinance. However, in no case shall the Authority expend more than one percent (1%) of the funds generated by the sales tax for salaries and benefits of its staff, as provided in California Public Utilities Code Section 180109(b). The cost of performing or contracting for project-related work shall be paid from the revenues allocated to the appropriate purpose, as set forth herein.

Section 30. Establishment of Separate Accounts – Interest Each jurisdiction receiving Local Street and Transportation Improvement Program funds and the Santa Barbara Metropolitan Transit District shall deposit said funds in a separate Transportation Improvement Account. Interest earned on funds allocated pursuant to this ordinance shall be expended only for the purposes for which the funds were allocated.

Section 31. Bonding Authority Upon voter approval of this ordinance, the Authority shall have the authority to issue limited tax bonds payable from the proceeds of the sales tax to accelerate the construction of needed transportation improvements and provide other funds needed to accomplish the projects and programs specified in the Investment Plan. The Authority, in allocating the annual revenues, shall meet all debt service requirements prior to allocating funds for other projects, whether they be Authority projects, Subregional or Local projects. "Limited tax bonds" means indebtedness and securities of any kind or class, including, but not limited to bonds, notes, revenue anticipation notes, commercial paper and certificates of participation. The authority to issue bonds hereunder shall include the authority to issue bonds on behalf of the Authority or any or all of its member agencies or the Santa Barbara Metropolitan Transit District. The Authority shall maintain for public review an accounting of all bonds issued pursuant to this section.

Section 32. Revenue and Taxation Code Amendments All statutory amendments subsequent to the effective date of this ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

Section 33. Enjoining Collection Forbidden No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

Section 34. Severability If any section, part, clause or phrase or provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby. Should any provision of this ordinance for any reason be held invalid or unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining provisions, or the Existing Tax, and the Authority declares that it would have passed each part of this ordinance irrespective of the validity of any other part.

Section 35. Establishment of Appropriations Limit Article XIII (B) of the California Constitution requires that certain governmental entities, including the Authority, establish an annual appropriations limit. The maximum annual appropriations limit of the Authority is established at \$200 million. All expenditures of the transaction and use tax continued in Section 4 are subject to the appropriations limit of the Authority.

Section 36. Termination Date The authority to levy the tax imposed by this ordinance shall expire March 31, 2040. Taxes due on said date shall remain due until collected.

Section 37. Call for Election The Authority shall request by adoption of a Resolution that the Board of Supervisors of the County call an election at which the adoption of this ordinance shall be proposed to the voters of Santa Barbara County.

Passed, approved and adopted by the Santa Barbara County Local Transportation Authority this 19th day of June 2008, by the following vote:

Ayes: CARBAJAL, WOLF, GRAY, CENTENO
BLUM, DEWEES, HICKS, BENNETT, ALVAREZ,
ARMENDARIZ, SKYTT, ORACH, FIRESTONE

Noes:

/s/ Brooks Firestone , Chair, Santa Barbara County Local Transportation Authority

/s/ James Kemp, Secretary

Approved as to Form
Daniel Wallace, Santa Barbara County Counsel

/s/ Kevin E. Ready, Sr., Senior Deputy

**Exhibit A to
Santa Barbara County Local Transportation Authority
Ordinance No. 5**

**ROAD REPAIR, TRAFFIC RELIEF AND
TRANSPORTATION SAFETY MEASURE FOR
SANTA BARBARA COUNTY**

TRANSPORTATION INVESTMENT PLAN

ROAD REPAIR, TRAFFIC RELIEF AND TRANSPORTATION SAFETY MEASURE FOR SANTA BARBARA COUNTY

Summary

This measure, consisting of an ordinance and investment plan, will implement needed road repair, traffic relief, and transportation safety projects and programs in Santa Barbara County.

The measure calls for the North County and South Coast to each receive \$455 million in funding for high priority transportation projects and programs that advisory committees in each region have selected to address the current and future needs of that region.

In the North County, the plan includes widening the Highway 101 Santa Maria River Bridge, improving safety on rural highways like 166, improving safety at school crossings and providing safe routes to schools, increasing senior and disabled accessibility to public transit, making local street improvements such as pothole and bridge repairs and adding turn lanes at intersections.

On the South Coast, the plan includes providing incentives for commuters to form carpools and vanpools, safer walking and bike routes to schools, increasing senior and disabled accessibility to public transit and making local street improvements such as pothole repairs and synchronized traffic signals. +

The measure will relieve traffic congestion and improve safety by providing \$140 million in matching funds to widen Highway 101 from 4 lanes to 6 lanes south of Santa Barbara and \$42 million for improvements on Highway 101 in the North County.

The improvements will be funded through a continuation of a local one half percent (1/2%) sales tax approved by county voters in 1989 which will expire in 2010. Upon approval of this measure by two-thirds of county voters, the term will be extended for 30 years, generate \$1.050 billion, and match an estimated \$522 million in federal and state gas taxes, developer fees and other funding for projects described in this investment plan.

The Santa Barbara County Local Transportation Authority, consisting of local elected officials from the eight cities and the board of supervisors, will administer the measure according to strict accountability provisions including annual independent financial audits and public review of expenditures by a citizen's oversight committee.

REQUIRED INVESTMENTS			
Highway 101 Widening: Carpinteria to Santa Barbara		\$140 million	
North County		\$455 million	
Hwy 101/Union Valley Parkway Interchange	Orcutt	\$10 mil.	
Hwy 101 Santa Maria River Bridge	Santa Maria	\$10 mil.	
Hwy 101/135 (Broadway) Interchange	Santa Maria	\$10 mil.	
Hwy 101/Betteravia Interchange	Santa Maria	\$2 mil.	
Hwy 101/McCoy Interchange	Santa Maria	\$10 mil.	
Hwy 246 Passing Lanes	Lompoc-Buellton	\$20 mil.	
Hwy 246\Santa Ynez River Bridge	Lompoc	\$8 mil.	
Highway 166 Safety Improvements.	Guadalupe-Cuyama	\$3 mil.	
Solvang Circulation Improvements		\$3 mil.	
Buellton Circulation Improvements		\$3 mil.	
Guadalupe Circulation Improvements		\$3 mil.	
Specialized Transit, Seniors-Disabled		\$4.5 mil.	
Safe Routes to School, Bicycle & Pedestrian		\$3 mil.	
Carpool and Vanpool Program		\$2 mil.	
Interregional Transit		\$22.5 mil.	
Local Street & Transportation Improvements		\$341 mil.	
(allocated as follows, with a min. of \$43 mil. for Safe Routes to School, transit services, bicycle, pedestrian and other alternative modes)			
Buellton	\$9.9 mil.	Guadalupe	\$12.5 mil.
Lompoc	\$65.4 mil.	Santa Maria	\$137.2 mil.
Solvang	\$11.2 mil.	County\Unincorp.	\$104.8 mil.
South Coast		\$455 million	
Safe Routes to School		\$13 mil.	
Bike & Pedestrian Program		\$13 mil.	
South Coast Transit Operations Program		\$58 mil.	
South Coast Transit Capital Program		\$27 mil.	
Interregional Transit		\$25.35 mil.	
Specialized Transit, Seniors-Disabled		\$6 mil.	
Carpool and Vanpool Program		\$7 mil.	
Commuter\Passenger Rail		\$25 mil.	
Carpinteria Circulation Improvements		\$1 mil.	
Goleta Overpass Improvements		\$7 mil.	
Local Street & Transportation Improvements		\$272.7 mil.	
(allocated as follows)			
Carpinteria	\$22.78 mil.	Goleta	\$42.91 mil.
Santa Barbara	\$104.05 mil.	County\Unincorp.	\$102.91 mil.

I. INTRODUCTION

Through a public process involving elected officials from cities, the board of supervisors, members of the public, and Caltrans, the Santa Barbara County Local Transportation Authority has developed a ballot measure, The Road Repair, Congestion Relief and Transportation Safety Measure ("the measure") to implement needed transportation improvements for the residents of the county.

The measure calls for investments in three program categories. Each program category will receive a percentage share of sales tax revenues, currently estimated at \$1.050 billion (in 2010 dollars) over 30 years.

<u>Program Category</u>	<u>Percent Share</u>	<u>30 Year Estimated Revenue</u>
• Highway 101 Widening Carpinteria to Santa Barbara	13.4%	\$140,000,000
• North County Subregion	43.3%	\$455,000,000
• South Coast Subregion	43.3%	\$455,000,000

Detail on the specific projects within each program category is provided in the Project Descriptions section of this document. An estimate of state, federal and other funds that will be leveraged or matched by the three programs is provided in Appendix A.

II. ADMINISTRATION AND OVERSIGHT

The implementation of the measure will be the responsibility of the Santa Barbara County Local Transportation Authority. The Authority is composed of thirteen elected officials: a representative from each of the eight cities in Santa Barbara County and five members of the Santa Barbara County Board of Supervisors. The Authority will be responsible for developing and updating a strategic plan to guide allocation decisions and project delivery. The Authority will develop the initial strategic plan by November 1, 2010, and update it at least every five years during the term of the plan. A citizen's oversight committee will be established to serve as an independent oversight body that will advise the Authority on the administration of the measure and report to the public via annual audits of the measure. No more than 1% of measure revenues will be allocated to the Authority for administration and audits. The Authority will work closely and cooperatively with the California Department of Transportation (Caltrans) and transit agencies to secure state and federal grants to match funding from the measure for programs and projects. These partnerships will help to maximize the state and federal funds that can be leveraged with a local source of funds and to deliver projects in a timely manner.

III. MEASURE DEVELOPMENT

The development of the measure has been guided by three principles.

- **Reducing Traffic Congestion and Improving Safety on Highway 101 is Our Highest Priority.** The widening of Highway 101 from 4 to 6 lanes south of the city of Santa Barbara is a project of countywide importance and therefore \$140 million in revenues collected from throughout the county are devoted to the project as a match to \$285 million in state and federal gas taxes that will also be expended to complete the project. This will allow the project schedule to be accelerated an estimated 10 years. In addition, the plan includes \$42 million for improvements on Highway 101 in the North County, including widening the Santa Maria River Bridge.
- **Revenues Should be Shared Fairly Throughout the County.** The measure calls for the North County and South Coast to each receive \$455 million as matching funds for projects and programs that were selected by advisory committees in each region to meet the current and future needs of that region. Within each region, more than half of these funds will be distributed by a population formula to cities and unincorporated areas for

locally selected street and transportation improvements. These provisions ensure that revenues are shared fairly throughout the county and used to fund the most important projects in each community.

- **Local Control of Revenues and Citizen Accountability is Paramount.** The measure includes safeguards to ensure that our transportation priorities will be protected. Local elected officials who are closest to where the revenues are collected and understand their community's needs will make decisions with input from the public and a citizen's oversight committee. Consistent with State law, all sales tax revenues collected by passage of this measure will remain under the control of local elected officials serving as the Santa Barbara County Local Transportation Authority. Changes to the North County and South Coast programs can only be made with the prior approval of a committee of elected officials from the respective region. Approximately 60% of the measure's revenues are allocated to the cities and the County of Santa Barbara as "Local Street and Transportation Improvement" funding and will be expended on projects selected by city councils and the board of supervisors.

IV. PROJECT DESCRIPTIONS

The measure has three program categories that have been divided into specific projects: Highway 101 Widening South of Santa Barbara, North County Subregion, South Coast Subregion. The investment plan calls for a specific percentage of funding to be allocated to each category and then distributed to the projects in the category.

Funding for projects will be used in combination with other revenue sources such as state and federal gas taxes or local fees to deliver the projects and can be loaned to the State to deliver the projects sooner than would normally be expected using state and federal gas taxes. Where appropriate, traffic impact fees collected from new development served by a regional project will provide a fair share contribution to the cost of the project. Also, where appropriate, projects will reduce polluted roadway runoff entering storm drains and flowing into creeks, the ocean and onto county beaches consistent with state and federal law.

A. Highway 101 Widening: Carpinteria to Santa Barbara

This project will widen Highway 101 from 4 to 6 lanes between the city of Carpinteria and the city of Santa Barbara to improve safety, reduce traffic congestion and match the 6 lane highway south of Carpinteria and north of Santa Barbara. Funding will be used in combination with \$285 million in state and federal gas taxes to accelerate the project schedule by an estimated 10 years.

B. North County Subregion

This program includes projects north of the Santa Ynez mountains and includes the cities of Buellton, Guadalupe, Lompoc, Santa Maria, Solvang, and all unincorporated areas including, but not limited to, Orcutt, Vandenberg Village, Los Alamos, Los Olivos, Santa Ynez, and New Cuyama. The cost of highway and circulation projects in the North County program can include such items as traffic signals, sidewalks, bike lanes, intersection channelization, curbs and gutters, shoulders, and landscaping as long as these costs are directly related to the project.

- **Highway 101: Union Valley Parkway Interchange** **\$10,000,000**
Connect Union Valley Parkway to Highway 101 through a new interchange including northbound and southbound on and off ramps to provide Orcutt residents and businesses with access to and from 101 in addition to the existing Clark Avenue and Santa Maria Way interchanges.
- **Highway 101: Santa Maria River Bridge** **\$10,000,000**
Widen the Highway 101 Bridge over the Santa Maria River from 4 to 6 lanes to match the 6 lane widening south of the bridge that is currently under construction. The project will also add a bike and pedestrian path adjacent to the northbound lanes.
- **Highway 101: Highway 135 (Broadway) Interchange** **\$10,000,000**
Reconstruct the Highway 135 interchange with Highway 101 adjacent to the Santa Maria

River Bridge to improve safety for merging vehicles and accommodate the six lane widening of Highway 101.

- **Highway 101: Betteravia Road Interchange** **\$2,000,000**
Improve the operations of intersections at Betteravia Road and Highway 101 by constructing a northbound loop on ramp in the south east interchange quadrant.
- **Highway 101: McCoy Interchange** **\$10,000,000**
Connect McCoy Lane to Highway 101 through a new interchange including northbound and southbound on and off ramps to provide Santa Maria residents and businesses with improved access to the highway.
- **Highway 246: Passing Lanes** **\$20,000,000**
Improve the traffic safety and operations on Highway 246 between Buellton and Lompoc by adding passing lanes and turning lanes between Purisima and Domingos Roads.
- **Highway 246: Santa Ynez River Bridge** **\$8,000,000**
Improve access to Lompoc across the Santa Ynez River by a providing a bridge raised above flood level with wider shoulders that can safely accommodate vehicles, bicycles and pedestrians.
- **Highway 166 Safety and Operational Improvements** **\$3,000,000**
Improve safety and operations on Highway 166 by adding passing lanes, turning lanes, wider shoulders and enhanced enforcement.
- **Buellton Circulation Improvements** **\$3,000,000**
Improve local streets and highways, consistent with the City of Buellton's circulation element, including median improvements, widening roads, installing traffic signals, improving bicycle and pedestrian safety, park and ride lots, and improving intersections.
- **Solvang Circulation Improvements** **\$3,000,000**
Make safety and operational improvements to local streets and/or Highway 246 in Solvang including intersection improvements, pedestrian crossings, bicycle lanes, wider bridges and traffic signal synchronization.
- **Guadalupe Circulation Improvements** **\$3,000,000**
Improve local streets and highways, consistent with the City of Guadalupe's circulation element, including widening roads, installing traffic signals, improving bicycle and pedestrian safety, and improving intersections.
- **Specialized Transit for Elderly and Disabled** **\$4,500,000**
Reduce fares charged to the elderly and the disabled by funding the operating expenses of specialized transit service providers in the North County including transit operators and Consolidated Transportation Service Agencies (CTSAs).
- **Safe Routes to School, Bicycle & Pedestrian Program** **\$3,000,000**
Fund projects through a competitive grant process that increase pedestrian and bicycle safety to, from and near schools in North County and expand and improve the North County's regional bicycle and pedestrian facilities network. Cities and the County would be eligible to compete for funding. Projects proposed by cities and the County may include projects to be coordinated in partnership with school districts, universities, colleges, transit agencies and Caltrans. Funds would be used for planning, project development, and construction of capital projects, education programs and maintenance. Eligible projects include, but are not limited to, wider shoulders and sidewalks near schools, crosswalk signals and school zone signage, traffic calming near schools, pedestrian and bicycle safety education for students, new bike routes and pedestrian paths to eliminate missing links in the regional network, path lighting, route plans and maps.

- Carpool and Vanpool Program** **\$2,000,000**
 Reduce traffic congestion, improve air quality, and expand commuter choices on North County roads and highways through the formation of carpools and vanpools and by facilitating the use of transit services, bicycle and pedestrian options, telecommuting and flexible work schedules. Whenever possible, funds would be used in partnership with employers that are seeking to improve employee retention and mitigate the jobs-housing imbalance by expanding commute options for their employees. Funds would be used for planning, implementation, education, marketing and incentives to increase use of these options. An annual report would be published quantifying the effectiveness of the program to ensure that performance measures are being met. It is intended that program funds be used with South Coast Program funds to match federal, state, local, and private funding to maximize the number of commute options implemented.
- Interregional Transit Program** **\$22,500,000**
 Maintain and expand bus service between North County and South Coast regions and between Santa Barbara County and adjoining counties. Funding would be used to continue existing services after federal funding grants expire, deliver expanded peak hour commute and express bus service and provide greater frequencies on existing routes. Any public transit operator providing interregional services shall be eligible to receive these funds and funds allocated under this program shall be allocated directly to the public transit operator providing the service. Expenses for vehicles, capital facilities such as transportation hubs, operations and planning and promotions are eligible.
- Local Street and Transportation Improvements** **\$341,000,000**
 These are projects of local importance in the North County selected by city councils and the Board of Supervisors. Projects eligible for funding include, but are not limited to, pothole repairs, safety improvements, bridge repairs and traffic synchronization. A full list of eligible projects is shown on Appendix B1. Revenues will be allocated to cities and the County based on their proportionate share of the North County population after each jurisdiction has received a \$100,000 annual base allocation. Below is a table showing an estimate of how much each jurisdiction can expect to receive for local street and transportation improvements.

North County Jurisdictions	30 Year Allocation	Alternative Transportation
Buellton	\$9,928,000	5%
Guadalupe	\$12,504,000	5%
Lompoc	\$65,421,000	15%
Santa Maria	\$137,205,000	15%
Solvang	\$11,164,000	15%
County of Santa Barbara (unincorporated North County)	\$104,778,000	10%
North County Total	\$341,000,000	-----

Each jurisdiction must spend a minimum percentage of their funds on eligible alternative transportation projects according to the percentages identified in the table above. This requirement must be met by the fifth year of the program, and every fifth year thereafter. Eligible alternative transportation projects are listed in Appendix B2.

C. South Coast Subregion.

This program includes projects south of the Santa Ynez mountains and includes the cities of Goleta, Santa Barbara, Carpinteria and all unincorporated areas including, but not limited to, Isla Vista, the Goleta Valley, Montecito, and Summerland.

- **Safe Routes to School Program** **\$13,000,000**
Fund projects through a competitive grant process that increase pedestrian and bicycle safety to, from and near schools on the South Coast. Cities and the County would be eligible to compete for funding. School districts, universities, colleges, transit agencies, and Caltrans would be eligible to compete for funding with a city or county co-sponsor. Funds would be used for capital projects, maintenance and education programs. Eligible projects include, but are not limited to, traffic calming near schools, wider shoulders and sidewalks near schools, crosswalk signals and school zone signage, pedestrian and bicycle safety education for students.
- **Specialized Transit for Elderly and Disabled** **\$6,000,000**
Reduce fares charged to the elderly, the handicapped, and the transportation disadvantaged by funding the operating expenses of specialized transit service providers on the South Coast.
- **Carpool and Vanpool Program** **\$7,000,000**
Reduce traffic congestion, improve air quality, and expand commuter choices through the formation of carpools and vanpools and by facilitating the use of transit services, bicycle and pedestrian options, telecommuting and flexible work schedules. Whenever possible, funds would be used in partnership with employers that are seeking to improve employee retention and mitigate the jobs-housing imbalance by expanding commute options for their employees. Funds would be used for planning, implementation, education, marketing and incentives to increase use of these options. An annual report would be published quantifying the effectiveness of the program to ensure that performance measures are being met. It is intended that program funds be used with North County Program funds to match federal, state, local, and private funding to maximize the number of commute options implemented.
- **South Coast Transit Program**
Maintain and expand public bus service within and between the cities on the South Coast of Santa Barbara County through two sub-programs.
 - a. **South Coast Transit Operations Program:** **\$58,000,000**
Funding for costs related to operating general public bus services, planning, marketing and promotions directly allocated to SBMTD.
 - b. **South Coast Transit Capital Program:** **\$27,000,000**
Funding for transit capital projects directly allocated to SBMTD for general public bus services.
- **Interregional Transit Program** **\$25,350,000**
Maintain and expand bus service between South Coast and North County regions and between Santa Barbara County and adjoining counties. Funding would be used to continue existing services after federal funding grants expire, deliver expanded peak hour commute and express bus service and provide greater frequencies on existing routes. Any public transit operator providing interregional services shall be eligible to receive these funds and funds allocated under this program shall be allocated directly to the public transit operator providing the service. Expenses for vehicles, capital facilities such as transportation hubs, operations and planning and promotions are eligible.
- **Regional Bicycle and Pedestrian Program** **\$13,000,000**
Fund projects through a competitive grant process that would expand and improve the South Coast's regional bicycle and pedestrian facilities network. Cities and the County would be eligible to compete for funding. School districts, universities, colleges, transit agencies, and Caltrans would be eligible to compete for funding with a city or county co-sponsor. Funds would be used for planning, project development, and construction of

capital projects, education programs, and maintenance. Eligible projects include, but are not limited to, new bike routes and pedestrian paths to eliminate missing links in the regional network, path lighting, route plans and maps.

- **Commuter & Passenger Rail Planning & Service Improvements** **\$25,000,000**
 Improve passenger rail service between Ventura and Goleta to reduce congestion on Highway 101 and provide commuters with an alternative to driving. Eligible expenditures are capital and operating costs including developing new schedules and service plans, obtaining environmental clearances, negotiating agreements, operating subsidies, rolling stock and related equipment, promotions and marketing, maintenance, connecting transit service, track improvements, station facilities, train and grade crossing controls. Funds may be used to revise Amtrak Pacific Surfliner schedules to improve service for commuters and to plan for implementation of new commuter train service between Ventura County and Goleta.
- **Carpinteria Circulation Improvements** **\$1,000,000**
 Make safety or operational improvements to local streets and highways, consistent with the City of Carpinteria's circulation element, including intersection improvements, synchronizing traffic signals, improving bicycle and pedestrian safety and mitigating the impacts of transportation improvements within the community.
- **Goleta Overpass Improvement** **\$7,000,000**
 Improve traffic circulation in Goleta by constructing a new overpass of Highway 101. Funding will be used in combination with other revenue sources such as state and federal gas taxes or local fees to deliver the project and can be loaned to the State to deliver the project sooner than would normally be expected using state and federal gas taxes. The cost of this project can include such items as traffic signals, sidewalks, bike lanes, intersection channelization, curbs and gutters, shoulders, and landscaping as long as these costs are directly related to the project.
- **Local Street & Transportation Improvements** **\$273,150,000**
 These are projects of local importance selected by city councils and the Board of Supervisors. Projects eligible for funding include pothole repairs, traffic signal synchronization, bridge repairs and safety improvements. A full list of eligible projects is shown on Appendix B1.

Revenues will be allocated to cities and the County based on their proportionate share of the South Coast population after each jurisdiction has received a \$100,000 annual base allocation. The table below shows the estimated net allocation that each jurisdiction would receive for local street and transportation improvements.

South Coast Jurisdictions	Net 30 Year Allocation	Percent of Gross Allocation to MTD
Carpinteria	\$22,777,000	7.96%
Goleta	\$42,913,000	13.18%
Santa Barbara	\$104,054,000	26.05%
County of Santa Barbara (unincorporated South Coast)	\$102,906,000	11.12%
South Coast Total	\$272,650,000	-----

Each jurisdiction must contribute a percent of their gross allocation, specified in the table above, to the South Coast Transit Operations Program, and the funds will be directly allocated to the Santa Barbara MTD by the Authority. Each South Coast city and the County of Santa Barbara shall expend a minimum of 10% of their Net 30 Year Allocation, on eligible alternative transportation projects. This requirement must be met by the fifth year of the program, and every fifth year thereafter. Eligible alternative transportation projects are listed in Appendix B2.

APPENDIX A
Matched & Leveraged Funds

The Road Repair, Traffic Relief and Transportation Safety Measure is expected to generate \$1.050 billion over 30 years and match or leverage an estimated \$522 million in federal and state gas taxes, developer fees and contributions from neighboring counties. Estimated matched and leveraged funds per project are listed on the table below:

Projects with Matched & Leveraged Funding	Area	Sales Tax Funds to be Used as a Match	Matched & Leveraged Funds
Highway 101 Widening South of Santa Barbara		\$140,000,000	\$285,000,000
Highway 101: Union Valley Parkway Interchange	Orcutt	\$10,000,000	\$7,000,000
Highway 101: Santa Maria River Bridge	Santa Maria	\$10,000,000	\$40,000,000
Highway 101: Highway 135 (Broadway) Interchange	Santa Maria	\$10,000,000	\$13,000,000
Highway 101: Betteravia Road Interchange	Santa Maria	\$2,000,000	\$3,000,000
Highway 101: McCoy Lane Interchange	Santa Maria	\$10,000,000	\$15,000,000
Highway 246: Passing Lanes	Lompoc - Buellton	\$20,000,000	\$30,000,000
Highway 246: Santa Ynez River Bridge	Lompoc	\$8,000,000	\$18,000,000
Highway 166 Safety & Operational Improvements	Guadalupe - Cuyama	\$3,000,000	\$3,000,000
Solvang Circulation Improvements		\$3,000,000	\$4,000,000
Buellton Circulation Improvements		\$3,000,000	\$3,000,000
Guadalupe Circulation Improvements		\$3,000,000	\$3,000,000
Carpool and Vanpool Incentives Program	countywide	\$9,000,000	\$11,000,000
Safe Routes to School, Bicycle and Pedestrian Improvements	countywide	\$29,000,000	\$9,000,000
Goleta Overpass Improvement		\$7,000,000	\$18,000,000
Local Street & Transportation Improvement Funding	countywide	\$614,150,000	\$60,000,000
TOTAL		\$881,650,000	\$522,000,000

APPENDIX B1

Local Street and Transportation Improvements Funding Eligible Uses

City councils and the board of supervisors may expend Local Street and Transportation Improvements funding on the following uses

1. Maintaining, improving or constructing roadways, bridges, and bicycle and pedestrian facilities
2. Safe Routes to School improvements
3. Safety improvements
4. Reduced transit fares for seniors and the disabled
5. Bus and rail transit services that provide alternatives to the automobile
6. Programs that reduce transportation demand
7. The operation of urban forestry street tree programs
8. Storm damage repair to transportation facilities
9. Roadway drainage facilities
10. Traffic signal coordination, intersection channelization
11. Traffic management
12. Landscaping maintenance
13. Highway improvements
14. Matching funds for state and regional programs and projects
15. Bus and rail transit facilities

APPENDIX B2

Eligible Local Street and Transportation Improvements Funding Alternative Transportation Expenditures

Local Street and Transportation Improvement funding may be expended by city councils and the board of supervisors on the following uses to meet the prescribed alternative modes percentage.

1. Maintenance, repair, construction and improvement of bicycle and pedestrian facilities, excluding maintenance of Class 2 bikeway facilities.
2. Safe Routes to School improvements
3. Reduced transit fares for seniors and the disabled
4. Bus and rail transit services and facilities
5. Education and incentives designed to reduce single occupant auto trips

The County of Santa Barbara may count expenditures on Class 2 bikeway maintenance toward its alternative transportation percentage but these expenditures may not exceed 50% of the County's prescribed percentage.

**CITY ATTORNEY'S IMPARTIAL ANALYSIS OF
MEASURE G2008
CITY OF SANTA BARBARA**

**"THE SANTA BARBARA TELECOMMUNICATIONS AND
VIDEO USERS'
TAX REDUCTION AND MODERNIZATION ORDINANCE"**

Since 1970, the city of Santa Barbara has imposed a local tax known as the "Utility Users Tax" (or "UUT") on the use of telephones and Cable TV video services. The amount of Santa Barbara's UUT is currently six percent (6%) of a customer's monthly bill for these types of services.

If approved by the voters, Measure G would enact a City ordinance which amends the City's 1970's era UUT ordinance with a modern "telecommunication and video services" ordinance. The new ordinance would also reduce the rate of the UUT on these services from 6% to 5.75%. The modernized technical definitions in the Measure G ordinance would apply to all types of telecommunication regardless of whether the communication is intrastate, interstate, or international and regardless of the technology used to provide such communications. New telecommunication services would include paging, text messaging, and private communication services (T-1 line). The new ordinance would not apply to charges for internet services, including digital downloads like music, games, and ringtones.

Santa Barbara's existing UUT ordinance, like many similar municipal UUT ordinances throughout California, was written before the introduction of the new telecommunications and video technologies, such as cellular phones, private network communications, voice-over-internet telephone services (VoIP), and IP-video. Santa Barbara's existing ordinance was also written before changes occurred to federal law such as the Mobile Telecommunications Sourcing Act of 2000 and a change in Internal Revenue Service regulations concerning how the Federal Excise Tax (the "FET") applies to long-distance phone service charges. UUT ordinances enacted by other California cities which contain provisions referring to the FET (similar to that in Santa Barbara's current UUT ordinance) have faced legal challenges to the manner in which they collect their UUT. If approved by the voters, Measure G ordinance would allow Santa Barbara's UUT ordinance to be revised and updated in order to avoid having Santa Barbara face similar legal challenges.

Measure G also expands and clarifies the City's tax collection procedures and the process for appealing tax calculations. Measure G would provide an annual verification by third party auditors that the tax has been properly collected and that all UUT revenues have been properly expended by the City. Measure G would continue the existing City ordinance's provisions for low income exemptions from the UUT. Measure G would not amend the City's UUT on gas, electricity, water, waste water, or trash services.

Based on figures from the City's 2008 fiscal year, Santa Barbara receives about \$5.4 million a year in UUT revenues on telephone and Cable TV services. It uses half of these UUT revenues to support City general fund governmental services, such as police protection, fire fighting, and library services. It uses the other half of the UUT revenues to maintain the City street system.

The statement on this page is an impartial analysis of the Ordinance or Measure. If you desire a copy of the ordinance or measure please call the elections official at 1-800-SBC-VOTE and a copy will be mailed at no cost to you.

ARGUMENT IN FAVOR OF MEASURE G2008 CITY OF SANTA BARBARA

Santa Barbara police officers, firefighters, business and civic leaders, seniors, parents and citizens throughout our community urge you to **Vote Yes on G.**

Yes on G reduces the existing Telecommunications Utility Users Tax, from 6% to 5.75%, while still providing over \$4 million to fund:

- ✓ Police, fire, and 911 emergency communications,
- ✓ Parks and recreation,
- ✓ Gang prevention and after school programs for at-risk youth,
- ✓ Senior services,
- ✓ Street and pothole repairs,
- ✓ Public transit and other general fund services.

Yes on G continues funding for youth programs that serve thousands in our community. Yes on G continues funding for anti-gang and anti-drug programs in local schools, and after-school activities, recreational program and summer camps to keep kids off the streets and out of trouble.

Measure G is not a new tax. For almost 40 years, the current tax has helped ensure that our police and firefighters are there when we need them, and funded road repairs, youth and senior programs and other vital community services. However, the existing ordinance was enacted before the introduction of many modern telecommunication technologies. Yes on G simply replaces the existing ordinance with one that is consistent with new federal and state law, and modernizes definitions to close loopholes and ensure equal treatment for all taxpayers. Without Yes on G the City may have no choice but to cut services.

Yes on G specifically exempts Internet access service charges, continues the existing exemption for low-income individuals, and prohibits any future rate increase without voter approval.

Yes on G requires that every penny raised stays in our city and gives local residents control over how our local money is spent.

Please Vote Yes on G.

The undersign proponents of the primary argument in favor of ballot measure G at the special municipal election for the City of Santa Barbara to be held on November 4, 2008 hereby state that this argument is true and correct to the best of their knowledge and belief.

/s/ Cam Sanchez, Chief of Police, City of Santa Barbara

/s/ Pat McElroy, Santa Barbara City Firefighters Association

/s/ Hal Conklin, Executive, Southern California Edison
Former Mayor, City of Santa Barbara

/s/ Beebe Longstreet, Chair, Park and Recreation Commission,
City of Santa Barbara

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE G2008 CITY OF SANTA BARBARA

Many city employees are now able to take every other Friday off, and most city employees may retire between ages 50 and 55 --- with a pension almost equivalent to final salary and benefits for life.

Proponents of Measure G represent the will of the City of Santa Barbara's public employee unions and bureaucracy. They have, in their misleading 'pro' statement, cherry-picked positive city services that almost everyone supports. It is as true to say that proceeds from Measure G would go to the following activities as it is to say they would support the causes proponents enumerate:

- More projects like the "light blue line"
- Increases in salary and benefits for members of the City Council
- More tree removal on major thoroughfares
- Dozens of more traffic miniroundabouts throughout the city

Measure G would be a regressive tax affecting the young and the poor the most. By attempting to tax cell phone use, **Measure G would discourage new technologies.**

Proponents inflate the funds Measure G would bring to the city. Measure G would only be a tax on new long-distance calls—the city would continue to receive revenue from local calls. In fact, the amount of revenue the city would receive from the new telecommunications tax would equal less than 1.5 percent of total city spending, less than one-half of a typical year's increase in revenue.

College students in particular should be aware that Measure G would tax cell phone use, paging and text messaging.

Vote No on G.

[The undersigned proponents of the rebuttal to the argument in favor of ballot measure G at the general election for the City of Santa Barbara to be held on November 4, 2008, hereby state that this rebuttal is true and correct to the best of their knowledge and belief.]

/s/ Jan Evans

/s/ Chris Hartman

/s/ Tom Banigan

/s/ Wayne Reddoch

ARGUMENT AGAINST MEASURE G2008 CITY OF SANTA BARBARA

Santa Barbarans who believe that new technologies should not be taxed should vote No on Measure G.

Measure G is an attempt to tax cell phones and other new technologies by the City of Santa Barbara.

The City of Santa Barbara has presented no compelling argument that the funds that would be obtained by Measure G are vital to city services. Indeed, in recent years, the amount of revenue the city taxes and otherwise receives has increased significantly, with little to show for it.

For too long, the City of Santa Barbara has increased taxes and fees for frivolous projects and unnecessary expenditures. The funds from Measure G would not be used for important city services. They would be used for unnecessary city spending.

New technologies such as cell phones should be encouraged, not taxed. Much of the economic effectiveness of the internet is that it is currently untaxed.

Measure G would create many problems in implementation. Once local cell phone providers were taxed, would this lead local residents to seek providers for new communicative technologies from outside of the area? How would, for example, out-of-state communicative technology providers be taxed by the City of Santa Barbara? If individuals were passing through Santa Barbara, would their cell phone calls be taxed while they were in the city?

Measure G would be a 5.75% tax on utilities in the City of Santa Barbara. Many cities do not have a utility users tax. Especially at a time when the price of energy has skyrocketed, it is not the time for the City of Santa Barbara to implement a new utility users tax.

Vote No on Measure G. Vote against unnecessary taxes.

The undersigned proponents and authors of the primary argument against ballot measure G at the general election for the City of Santa Barbara to be held on November 4, 2008, hereby state that this argument is true and correct to the best of their knowledge and belief.

/s/ Jan Evans

/s/ Chris Hartman

/s/ Tom Banigan

/s/ Wayne Reddoch

REBUTTAL TO ARGUMENT AGAINST MEASURE G2008 CITY OF SANTA BARBARA

The opponents of Measure G mislead voters with inaccurate, exaggerated statements and offer no solutions to address the true needs of our community.

Police, Fire, 911 emergency communications, and gang prevention programs are NOT "frivolous services."

Measure G is not a new tax. It simply maintains existing funding for vital community services.

Over 150 Cities in California currently collect utility users taxes and have had no problems with implementation. The Federal Mobile Telecommunications Sourcing and Privacy Act, which was passed by Congress eight years ago, addresses all of the speculative questions on implementation raised by the opponents of Measure G.

Yes on G will reduce the current tax on cell phones and other new telecommunication technologies, and prohibits any taxes on internet connection fees.

Yes on G is fiscally responsible. It requires that all the funds collected remain in our community. Yes on G requires public audits and public review of how all the funds are spent.

Vote Yes on G to maintain local funding for vital community services, including:

- ✓ Police, fire and 911 emergency communications
- ✓ Parks and recreation,
- ✓ Gang prevention and after school programs for at-risk youth,
- ✓ Senior services,
- ✓ Street and pothole repair,
- ✓ Public transit and other general fund services.

Please join police officers, firefighters, business and civic leaders, seniors, parents and citizens throughout our community: Vote Yes on G. For a complete list of endorsements and more information, visit: www.YesOnG.net.

The undersigned proponent(s) or author(s) of the rebuttal argument against ballot Measure G at the special municipal election for the City of Santa Barbara to be held on November 4, 2008 hereby state that this argument is true and correct to the best of their knowledge and belief.

/s/ Cam Sanchez, Chief of Police, City of Santa Barbara

/s/ Mike McGrew, Santa Barbara Police Officers Association

/s/ Hal Conklin, Executive, Southern California Edison
Former Mayor, City of Santa Barbara

/s/ Beebe Longstreet, Chair, Park and Recreation Commission,
City of Santa Barbara

**IMPARTIAL ANALYSIS BY COUNTY COUNSEL
SANTA BARBARA HIGH SCHOOL DISTRICT
MEASURE H2008**

California Constitution, Article XIII A, section 4 and the California Government Code (§ 50075 *et seq.*) authorize a school district, upon approval of the voters within the district by a two-thirds vote (2/3), to impose a special tax on real property parcels within the district.

This measure, if approved by two-thirds (2/3) of the voters within the Santa Barbara High School District (the "District") will authorize the District to levy a parcel tax of \$23 per year against each parcel of land that lies wholly or partially within District boundaries that has been assigned an assessor's parcel number. (The full text of the measure is printed in the ballot pamphlet.)

The parcel tax is to be levied for four (4) fiscal years, without increase, beginning in the fiscal year starting July 1, 2009 and ending in the fiscal year beginning July 1, 2012. The parcel tax shall be collected in the same manner and will be subject to the same interest and penalties as general property taxes and the proceeds will be deposited into a separate restricted account and shall be used only for the following specific purposes:

- Supplementing math, science and technology education;
- Supplementing music, arts and theater programs at the junior high level;
- Supplementing foreign language at the secondary level;
- Restoring ninth-grade math class sizes;
- Providing a citizens oversight committee; and
- Providing independent financial audits.

An annual written report will be made to the District's Board of Education (the "Board") showing (1) the amount of funds collected and expended from tax proceeds, (2) the status of any projects or programs funded by the parcel tax listed above, and (3) an annual independent financial audit. Tax proceeds shall not be spent on administrative salaries.

The oversight committee shall advise the Board on expenditures funded by the measure to ensure funds are only spent for the purposes stated in the measure by the District. Charter schools authorized by the District shall share in the tax funding, proportional to the enrollment of students from the District and will report annually to the Board and community on how tax funds have been spent.

Any owner, that is 65 years of age or older, of a parcel used solely for owner-occupied, single-family residential purposes may receive an exemption from the parcel tax by annually submitting an application by June 15 of each year to the Board in accordance with the Board's adopted rules and regulations.

A YES vote means the measure and parcel tax are APPROVED.

A NO vote means the measure and parcel tax are NOT APPROVED.

/s/ Dennis A. Marshall
County Counsel

ARGUMENT IN FAVOR OF MEASURE H2008 SANTA BARBARA HIGH SCHOOL DISTRICT

The Santa Barbara High School District has provided a high-quality educational program for 142 years. Due to substantial state budget cuts, local schools need supplemental local tax dollars to fund programs that provide our students with the highest quality education. Measure H2008 will provide a stable, consistent, locally controlled funding source.

The \$23 per year investment equals about 6¢ per day toward the education of over 10,000 students in the Santa Barbara High School District.

Measure H2008 will allow the Santa Barbara High School District to:

- Supplement math, science, and technology education;
- Enhance music, art, and theater programs at the junior high school level;
- Supplement secondary foreign language courses;
- Restore ninth-grade math class sizes.

Measure H2008 will improve the Santa Barbara High School District by:

- Enhancing math, science, foreign language, and technology education programs, providing the competitive edge our students need to succeed beyond high school.
- Maintaining high-quality music, arts, and theater programs which bring together students with diverse backgrounds and offer positive opportunities for at-risk youth.
- Enhancing rigorous standards-based instruction and best teaching practices for student achievement.
- Providing support to all junior and senior high schools.

Measure H2008 protects taxpayers by:

- Requiring that all funds be used locally to improve the Santa Barbara High School District.
- Creating an independent citizen oversight committee.
- Requiring annual reporting on expenditures and annual independent financial audits.
- Requiring compliance with accountability measures as determined by law.
- Expiring in four years unless reauthorized by voters.
- Providing an exemption from the measure for senior citizens, when requested.

Measure H2008 is an essential investment in public education and in our community; quality public schools enhance property values.

Please join us in investing in the future of our children.

The undersigned proponent(s) of the primary argument in favor of ballot Measure H2008 at the Presidential General Election to be held on November 4, 2008, hereby state(s) that such argument is true and correct to the best of their knowledge and belief.

/s/ Larry Crandell, Community Volunteer
/s/ Michael Bennett, Mayor, City of Goleta
/s/ Jean Blois, Councilmember, City of Goleta
/s/ Lanny Ebenstein, Former Trustee, Santa Barbara High School District
/s/ Claire VanBlaricum, Former Trustee, Santa Barbara High School District

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE H2008 SANTA BARBARA HIGH SCHOOL DISTRICT

Tax and spend bureaucrats always claim the sky is falling unless you give them more money. This is followed by promises that are seldom kept. Why does the district need a parcel tax to fill cuts in the classrooms, while squandering money elsewhere?

If education is their priority then why has the district done the following?

- Created a position of Deputy Superintendent, salary \$186,000 per year, instead of funding your child's music program?
- Built pools that can only be heated, filtered, and lit by cutting your school's science or art program?
- Promoted increased nighttime stadium lit activities, vastly increasing energy costs, rather than funding technology programs?
- Bloated administrative salaries while cutting language programs?

Why Vote NO?

- The Santa Barbara School District has not managed your tax dollars well.
- Measure H is so vague that any use of the money could be justified.
- The funds are spread across so many programs as to be ineffective.
- Parcel taxation is as unreliable as a funding source as the state process.
- The senior exemption could reduce the revenue by 20%.

Why are academic programs always cut first? It is time to demand that education be our highest priority!

Bring change by Voting No on H2008! If the district wants tax money, let them specify the programs, amounts and sites where the monies will be spent.

You are free to donate to your favorite teacher or program, but **Vote No on Measure H!**

The undersigned author(s) of the rebuttal to the argument in favor of Ballot measure H2008 at the General election for the Santa Barbara High School District to be held on November 4, 2008 hereby state that such argument is true and correct to the best of their knowledge and belief.

/s/ Richard Foster, Taxpayer
/s/ Harry S Rouse, Taxpayer
/s/ Alwyn N. Hartnett, Taxpayer
/s/ Carmen L Rouse, Home Owner
/s/ Dolores L Hartnett, Home Owner

ARGUMENT AGAINST MEASURE H2008 SANTA BARBARA HIGH SCHOOL DISTRICT

Taxpayers should vote NO on H. The Santa Barbara School District has a horrible record of delivering what they promise to do. Secondly, they have had years of chaotic, revolving door leadership. Thirdly, if this passes they will be back in four years demanding even more money while threatening to terminate your favorite programs.

How many annual budget fiascos have we seen? Yet administrative salaries have skyrocketed. In 2000, the Superintendent's salary was \$126,796. This year it is \$200,566, an increase of \$73,770. Yet, they lay off teachers!

Bond Measure V's stated purpose was "To repair and upgrade every school in the Santa Barbara High School District and achieve facility parity, replace old portables." Yet, \$100,000,000 later Santa Barbara High hasn't had a functioning cafeteria for two years! Instead of parity, they built three different sized pools, which were not even mentioned on the ballot, and they never replaced a single portable!

Bond oversight doesn't help. At the 4/4/2006 Measure V Bond oversight meeting, a member complained of a \$2.2 million dollar difference between school board and bond committee reports. He stated, "These (financial) statements will make great anti-bond campaign material!" Indeed, how can we expect them to do any better with a parcel tax?

How will it be spent? At the 6/24/08 Board meeting Dr. Sarvis said the elected board would not determine how the money was spent. A board member suggested that a parcel tax would free up monies for the general fund. The only way it could do that would be to strip existing funding from one program and replace it with parcel tax money.

Schools need money, but the public should be able to trust the district. They must earn our trust by proving themselves reliable, and competent before asking for our tax dollars.

"The undersigned author(s) of the argument against Ballot measure H at the General election for the Santa Barbara High School District to be held on November 4, 2008 hereby state that such argument is true and correct to the best of their knowledge and belief."

/s/ Carmen B Rouse
/s/ Alwyn N. Hartnett
/s/ Richard A Foster
/s/ Dolores L. Hartnett
/s/ Harry S Rouse

REBUTTAL TO ARGUMENT AGAINST MEASURE H2008 SANTA BARBARA HIGH SCHOOL DISTRICT

As a community, we should invest in our local schools. State funding simply does not provide local control of local tax dollars. Measure H restores local control by requiring the funds raised be used for specific programs detailed in the ballot measure.

Measure H2008 would result in:

- New junior high electives in music, theatre arts, and foreign languages
- New senior high electives in foreign languages
- Acquisition and repair of musical instruments
- 9th grade class size reduction in math to 20 students to 1 teacher
- Improvements in science and technology

The \$23 per parcel tax would be for 4 years. It would expire at that time, and any continuing parcel assessment would require a new vote of the people. This is the strongest guarantee that funds will be spent as intended.

At a time when gangs are of concern and when young people need more to do, there are few more effective and worthwhile expenditures than \$23 per year to allow substantial improvements and additions to our junior and senior high educational program. No parcel would be taxed more than \$23. There would be an exemption for senior citizens who requested it.

Santa Barbara, Goleta, and Montecito have traditionally had excellent public junior highs and high schools. Measure H2008 will enable this tradition of excellence to continue.

Please join with us in voting for Measure H2008. Support Measure H2008 and invest in our future while restoring local control of our tax dollars.

YES ON H2008!

[The undersigned proponents of the rebuttal to the argument against ballot measure H2008 at the general election for the Santa Barbara High School District to be held on November 4, 2008, hereby state that this rebuttal is true and correct to the best of his/her/their knowledge and belief.]

/s/ Lois Capps, Member of Congress
/s/ Salud Carbajal, Santa Barbara County Supervisor
/s/ Dale Francisco, Santa Barbara City Councilmember
/s/ Phil Bugay, Regent Emeritus, University of California
/s/ Peter MacDougall, Past President, Santa Barbara City College

FULL TEXT OF MEASURE H2008 SANTA BARBARA HIGH SCHOOL DISTRICT

INTRODUCTION AND PURPOSE

To continue to provide local revenue that cannot be taken by the State and to maintain the high quality of community schools, the Santa Barbara High School District proposes to adopt an education parcel tax for a period of 4 years, beginning July 1, 2009, at the rate of \$23 per year, without increase, on each parcel located within the Santa Barbara High School District, with an exemption available for senior citizens, and to implement accountability measures in connection with the special assessment that are over and above those required by law, including the appointment of an independent community advisory board (citizen's review committee) to provide oversight and accountability to ensure the funds are used for:

- Supplementing math, science, and technology education;
- Supplementing music, arts and theater programs at the junior high school level;
- Supplementing foreign language at the secondary level;
- Restoring ninth-grade math class sizes; and
- Protecting the taxpayers' investment in education and ensuring District accountability by providing for a Proposition 39-model citizens oversight committee and independent financial audits of revenues and expenditures.

AMOUNT OF EDUCATION PARCEL TAX; PERIOD OF ASSESSMENT

The education parcel tax shall be \$23 (or less as provided below) per year for four (4) years assessed against each parcel within the boundaries of the Santa Barbara High School District. The proceeds of the education parcel tax shall be deposited into a separate account created by the District.

DEFINITION OF "PARCEL"

For purposes of the special tax, the term "Parcel" means any parcel of land that lies wholly or partially within the boundaries of the Santa Barbara High School District, for which the Assessor of the County of Santa Barbara, as applicable, has assigned an Assessor's parcel number.

EXEMPTION OF SENIORS

Pursuant to California Government Code section 50079 (b), any owners who are 65 years of age or older of a Parcel used solely for owner-occupied, single-family residential purposes may obtain an exemption from the education parcel tax by annually submitting an application by June 15 of each year to the Board of Education of the Santa Barbara High School District in accordance with rules and regulations adopted by the Board.

ACCOUNTABILITY MEASURES

In accordance with the requirements of California Government Code sections 50075.1 and 50075.3, the following accountability measures, among others, shall apply to the education parcel tax levied in accordance with this Measure: (a) the specific purposes of the education parcel tax shall be those purposes identified above; (b) the proceeds of the education parcel tax shall be applied only to those specific purposes identified above and shall not be spent on administrative salaries; (c) a separate, special restricted fund shall be created into which the proceeds of the education parcel tax must be deposited; and (d) an annual written report shall be made to the Board of Education of the District showing (i) the amount of

funds collected and expended from the proceeds of the education parcel tax and (ii) the status of any projects or programs required or authorized to be funded from the proceeds of the education parcel tax, as identified above; and (e) an annual independent financial audit of revenues and expenditures shall be required.

In addition to the accountability measures required by law, an independent community oversight committee shall be appointed by the Board of Education to advise the Board on the expenditures funded by the measure in order to ensure that said funds are spent for the purposes approved by the voters. The oversight committee will monitor the expenditures of these funds by the District and its charter schools will report on an annual basis to the Board and community on how these funds have been spent.

DISTRIBUTION OF PARCEL TAX FUNDS

Charter schools authorized by the district shall share in the parcel tax funding, proportional to the enrollment of students from the Santa Barbara School Districts.

HELPFUL HINTS

MAKE ELECTION DAY EASIER!

Your precinct workers are citizens like you. They sincerely want to make voting easy while protecting against voter fraud. Here are some ideas for you to make Election Day easier for all:

- Your polling place is listed on the back page of this Sample Ballot booklet.
- If you are not planning on voting by mail, check to make sure you know where your polling place is located. If you are not sure how to find your polling place, check a map or call 1 (800) SBC-VOTE before Election Day, November 4, 2008.
- Take this Sample Ballot booklet with you to the polls to help your precinct workers quickly locate your name and address on the voter roster.
- Go to the polls prepared. Read and mark your sample ballot prior to Election Day and take it with you to refer to while you are in the voting booth. This is especially helpful with a lengthy ballot.
- If you are a first time voter, be prepared to show identification, see below.

REQUIREMENTS FOR FIRST TIME VOTERS

The Help America Vote Act requires First Time Federal Voters to show identification when voting if:

You registered to vote through the mail on or after January 1, 2006 and did not provide your California Driver's License number or Social Security number on your voter registration card, and you have not previously voted in Santa Barbara County in a federal election.

You are not registered under the Uniformed and Overseas Citizens Absentee Voting Act, and are not entitled to vote other than in person under the Voting Accessibility for the Elderly and Handicapped Act or any other federal law.

You will be required to show your current valid photo I.D. or a copy of one of the following that shows your name and address when you go to the polls on Election Day: Current Utility Bill, Bank Statement, Government Check, Government Paycheck or a Government Document.

The same requirement applies if you request your ballot by mail. You will be required to send a copy of one of the above with your ballot. If you have questions about your status as a First Time Federal Voter, contact the Elections Office at (800) SBC-VOTE or (800) 722-8683.

SANTA BARBARA COUNTY ELECTIONS OFFICES

CONTACT INFORMATION

1-800-SBC-VOTE

1-800-722-8683

www.sbcvote.com

SANTA BARBARA AREA

130 E. Victoria Street
2nd Floor

LOMPOC AREA

401 E. Cypress Avenue
Room 102

SANTA MARIA AREA

511 E. Lakeside Parkway
Suite 134

Earn \$120-\$200

**Civic Minded Citizens Wanted
To Serve As Pollworkers
On Election Day
Tuesday, November 4, 2008**

***Santa Maria Valley
346-8374***

***Lompoc/Santa Ynez
737-7706***

***Goleta/Santa Barbara Area
560-1026***



The office of the Clerk, Recorder, Assessor and Elections
Joseph E. Holland

***For information on registering to vote, voting by mail,
or working at a vote center,
Call 1-800-SBC-VOTE or visit www.SBCVOTE.com***

DEADLINE DATES & EVENTS

DEADLINE	EVENT
OCTOBER 20 2008	LAST DAY TO REGISTER TO VOTE FOR THIS ELECTION If you are currently registered in Santa Barbara County and you moved within Santa Barbara County but have not re-registered, you can vote in this election. <ul style="list-style-type: none"> • <u>MOVED AFTER OCTOBER 20TH:</u> If you moved after this date, you may return to your old polling place for this election. • <u>MOVED ON OR BEFORE OCTOBER 20TH:</u> If you moved on or before this date, you will vote at your new polling place or at one of the County Election Offices.
OCTOBER 28 2008	LAST DAY TO REQUEST TO VOTE BY MAIL FOR THIS ELECTION To vote by mail, you must complete, sign, and return your written request to the Elections Office by this date. <ul style="list-style-type: none"> • <u>MOVED & DID NOT RE-REGISTER:</u> If you moved within Santa Barbara County on or before October 20, 2008, and did not re-register, you must contact our office to update your registration and receive your ballot. • <u>PERMANENT VOTE BY MAIL STATUS:</u> Any voter may request permanent Vote By Mail status. If you check the Vote By Mail box on the application located on the back cover of this book, a Vote By Mail ballot will automatically be mailed to you in future elections. • <u>YOUR SIGNATURE:</u> Some signatures may change over time. If you feel your signature may have changed, we recommend that you re-register to ensure that your current signature is on file.
NOVEMBER 4 2008 8:00 P.M.	LAST DAY TO RETURN YOUR BALLOT Vote By Mail ballots must be received in the Elections Office or any polling place in the County, by hand or by mail, by 8:00 p.m. on Election Day. <ul style="list-style-type: none"> • <u>RETURN OF BALLOT BY SOMEONE OTHER THAN THE VOTER:</u> Due to illness or physical disability a voter's spouse, child, parent, grandparent, grandchild, sibling, or person residing in the same household may return the ballot by completing and signing the authorized agent portion on the back of the voter's return ballot envelope.

ELECTION TO BE HELD: PRESIDENTIAL GENERAL ELECTION

FROM

DID YOU SIGN AND PLACE YOUR RESIDENCE ADDRESS ON YOUR APPLICATION?



PLACE
1ST CLASS
POSTAGE
STAMP
HERE

JOSEPH E. HOLLAND
COUNTY CLERK, RECORDER AND ASSESSOR
REGISTRAR OF VOTERS
PO BOX 159
SANTA BARBARA CA 93102-0159



FROM:
JOSEPH E. HOLLAND
COUNTY CLERK, RECORDER AND ASSESSOR
REGISTRAR OF VOTERS
PO BOX 159
SANTA BARBARA CA 93102-0159



NONPROFIT ORG.
U.S. POSTAGE
PAID
SANTA ANA, CA
PERMIT NO. 124

YOU ARE IMPORTANT YOUR VOTE COUNTS!

ELECTION DAY

TUESDAY, NOVEMBER 4, 2008

POLLS OPEN AT 7 A.M. AND CLOSE AT 8 P.M.

**LAST DAY YOUR APPLICATION TO VOTE BY
MAIL CAN BE ACCEPTED BY THE REGISTRAR OF VOTERS**

OCTOBER 28, 2008

(FAX: 805/568-2546)

SEPARATE HERE

SEPARATE HERE

APPLICATION TO VOTE BY MAIL

NOTE: If your sample ballot is marked "Permanent Vote By Mail Status", or "Mailed Ballot Precinct" you are not required to complete this application.

BEFORE WE CAN SEND YOU A BALLOT,
you must furnish your residence information.

MY RESIDENCE ADDRESS IS _____

PLEASE MAIL BALLOT TO THIS ADDRESS:

STREET ADDRESS _____

CITY OR TOWN _____

STATE _____

ZIP _____

☐ Check this box if you wish to obtain Permanent Vote By Mail Status, and have your ballot mailed to you for this and future elections.

**YOUR POLLING PLACE
LOCATION**



**If "Yes" appears below, your
polling place is accessible to
voters with special needs.**

☐ Check this box to receive election information in Spanish.
Marque esta casilla para recibir información de la elección en español.

I hereby request a Vote By Mail ballot for the

**PRESIDENTIAL GENERAL ELECTION
TUESDAY, NOVEMBER 4, 2008**

I certify under penalty of perjury under the laws of the State of California that the information on this application is true and correct.

SIGN

IMPORTANT: Each applicant must sign own signature.

IMPORTANT: Previous signature if you have registered by a different name.

Date _____

YOUR ADDRESS

**BALLOT
TYPE**

010

If polling place not shown above: go to www.sbcvote.com or call 1-800-SBC-VOTE (1-800-722-8683)